

Austin





“As dependable
as an Austin”

The
Austin Motor Co. Ltd.

*Longbridge Works
Birmingham
England*

To the Car Buyer

IN THIS CATALOGUE you will find faithfully depicted and described in detail the complete range of Austin Cars, but though we are sure these particulars will provide you with practical information concerning each Austin product, every catalogue—even this—must have its limitations.

In print it is impossible to convey adequately just that sense of masterly performance which Austin Cars inspire when on the road. Equally, while we may proclaim the dependability with which the name Austin is synonymous, a lively appreciation of this fundamental quality can be derived only from a long and practical experience of Austin ownership. As the miles roll by, the owner's respect for the sound workmanship and durable materials embodied in the Austin Car is constantly strengthened and repeatedly confirmed. From actual experience—not catalogue eulogies—he knows and realises the merit of his car—its trustworthiness, unvaryingly

high performance, and refinement combined with comfort.

This is the consummation of twenty-seven years' progress by the vast Austin organization; employing the most up-to-date machinery, and the finest engineering methods, the cars are produced with a precision which cannot fail to ensure consistent quality.

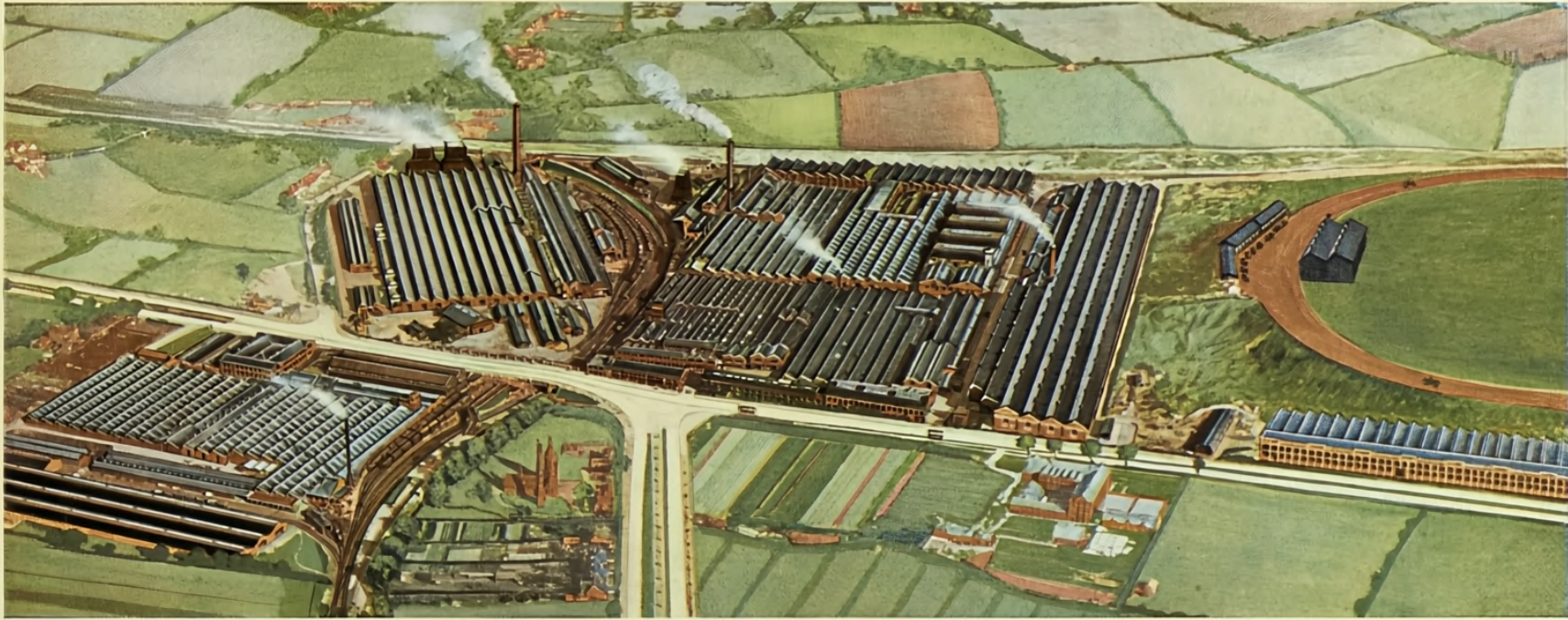
You may be interested in a small car of seven or ten horse power, or a twelve. You may wish to consider the possibilities of a sixteen or a twenty. You may be predisposed towards a six or a four, a saloon or a tourer, a standard or a de luxe model. Whichever model or type you desire, if you

value outstanding dependability, you will find your car described in the pages that follow. Confirm this by visiting your nearest Austin Dealer, who can demonstrate on the road the attributes on which Austin reputation is firmly founded. Remember the privileges and possibilities of Austin ownership.



Longbridge Works

THE HOME OF DEPENDABILITY



WHERE AUSTIN CARS ARE MADE

WITHIN these buildings, covering fifty-seven acres, is housed every phase of engineering that goes to the making of a modern and dependable car. Raw materials enter foundry, forge or press-shop, and with rapid precision are formed into all the components from which complete cars are assembled.

In 1905, when Sir Herbert Austin founded the Company, the annual output was one hundred and twenty cars, produced by two hundred and seventy workers. To-day, in normal production, this number of cars is made in less than five hours. Direct employment is given to twelve thousand workers. In a year, nearly sixty thousand cars are built from one hundred and twenty thousand tons of material.

Over five thousand machine tools, chosen for their speed and unfailing precision, are employed, and at every stage of manufacture the product is scrupulously inspected to ensure that it conforms with the standard of accuracy and strength expected in an Austin product.

Thus, each Austin car leaving these Works can be relied on to uphold the reputation of its name, whether it spends its working life on the roads of Great Britain or meeting the severe conditions common in other parts of the world. Austin cars are rendering faithful service in all the British Dominions ; in tropical countries and frigid zones alike, they are relied upon for dependable transport.



The Twenty "NEW RANELAGH" Limousine or Landaulet

AN ARISTOCRAT of the road—in every line, in every aspect of its performance and in every detail of its specification, this famous model reveals itself as such. It can carry seven people in luxurious comfort. The modern grace of this new body renders it equally suitable for use by the owner-driver, or to be chauffeur driven. The adjustable division is barely noticeable. The interior roominess and Vaumol hide, Bedford cord or moquette upholstery, with centre and side arm-rests to the rear seat, are comfort features.

The Twenty has been in constant production for fourteen years. By continuous improvement, it has maintained its leadership.

FURNISHING AND EQUIPMENT.—THE CAR CAN BE FINISHED TO CHOICE OF AUSTIN COLOURS, UPHOLSTERED IN BEST SELECTED HIDE, VAUMOL HIDE, BEDFORD CORD OR MOQUETTE. EQUIPMENT INCLUDES CHROMIUM PLATED BIFLEX DIP AND SWITCH HEADLIGHTS, COMBINED "STOP" AND TAIL LAMP, CLOCK, PETROL GAUGE, SPEEDOMETER, ELECTRIC HORN, DRIVING MIRROR, WINDSCREEN WIPER, IMPROVED TYPE LUGGAGE CARRIER, BUMPERS FRONT AND REAR, NUMBER PLATES, MAGNA WHEELS, SPARE WHEEL AND TYRE AND THOSE ACCESSORIES SHOWN ON CHASSIS SPECIFICATION. EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED. TRIPLEX GLASS THROUGH-OUT. (CARS FOR EXPORT HAVE PLATE GLASS).

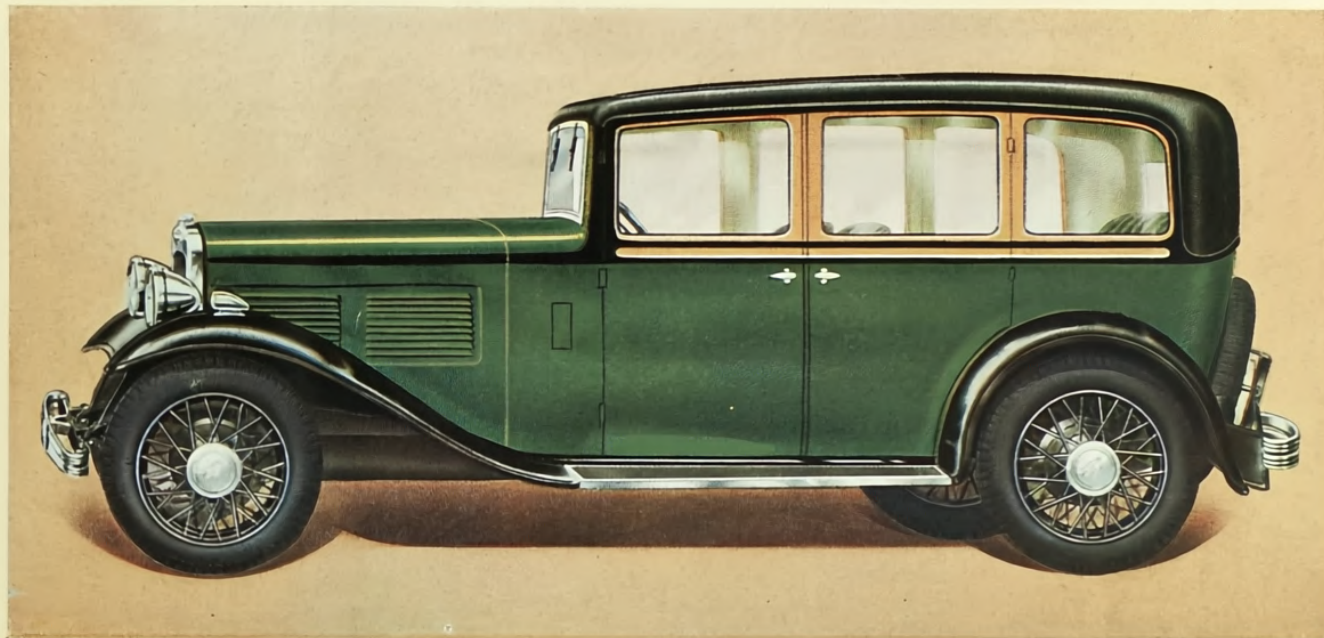
For the price of this model, see page 31. For leading dimensions, see page 25.

The Austin Twenty

A LARGE CAR of ample size and power, with a wheel base of 11ft. 4in. or 10ft., and a six-cylinder power unit, developing 50 b.h.p., at 3,000 r.p.m. This engine, with its responsive smoothness, has an eight bearing crankshaft and vibration damper. A thermostat controls the cooling system temperature.

Efficient brakes of large diameter, extremely easy steering and light controls, render this car easy to handle although large in dimensions.

Silentbloc shackles to the long supple springs, which are zinc interleaved, and zinc bushed brake gear, minimise maintenance requirements. Magna Wheels, bright lamps and tasteful colours enhance its appearance.



For full specification, see page 18.



Ranelagh interior, showing Occasional Seats.

The Twenty "Whitehall" Saloon

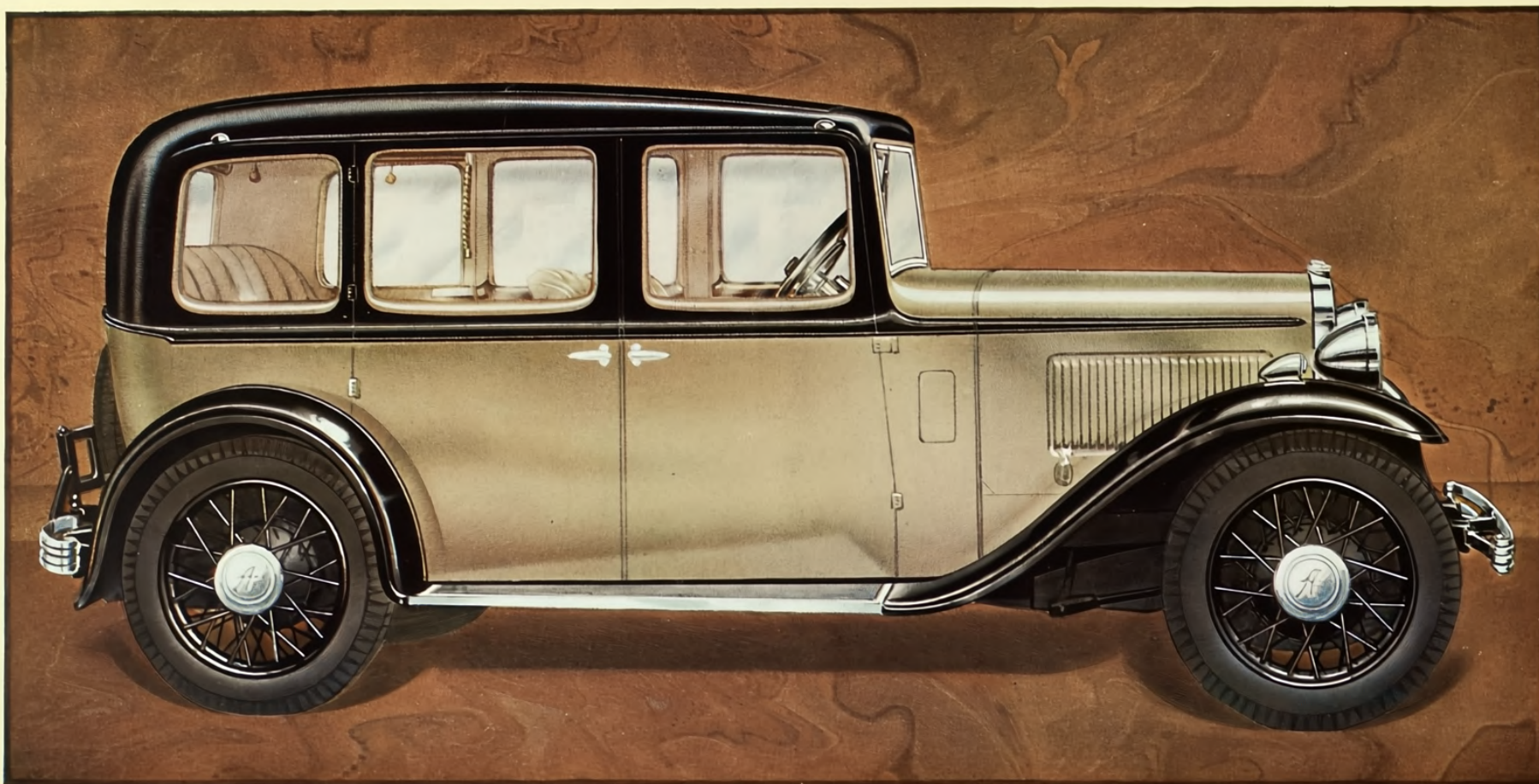
THE CLEAN sweeping lines of this five-seater saloon make it a car especially suitable for fast, easy travelling. The body is mounted on a short chassis, both being designed with a view to minimising weight to ensure high performance. That this has been accomplished without sacrifice of strength and durability, renders this model particularly attractive to the motorist who likes a high powered saloon affording every comfort and possessing everything to be desired in acceleration and speed.

Vaumol hide upholstery, sunshine roof, separately adjustable front seats, dual windscreen wipers, and headlamps in bright chromium, exemplify the quality of the equipment and appointments, and incidentally indicate the outstanding value.

FURNISHING AND EQUIPMENT.—THE CAR CAN BE FINISHED TO CHOICE OF AUSTIN COLOURS. UPHOLSTERED IN BEST SELECTED HIDE, VAUMOL HIDE, BEDFORD CORD OR MOQUETTE. EQUIPMENT INCLUDES CHROMIUM PLATED BIFLEX DIP AND SWITCH HEADLIGHTS, COMBINED "STOP" AND TAIL LAMP, CLOCK, PETROL GAUGE, SPEEDOMETER, ELECTRIC HORN, DRIVING MIRROR, WINDSCREEN WIPER, IMPROVED TYPE LUGGAGE CARRIER, BUMPERS FRONT AND REAR, NUMBER PLATES, MAGNA WHEELS, SPARE WHEEL AND TYRE, AND THOSE ACCESSORIES SHOWN ON CHASSIS SPECIFICATION. EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED. TRIPLEX GLASS THROUGHOUT. (CARS FOR EXPORT HAVE PLATE GLASS).

For the price of this model, see page 31.

For leading dimensions, see page 25.



The Sixteen "BERKELEY" Saloon De Luxe

THE PLEASING appearance of this new model is derived from the special low body mounting, the new roof and waist lines, and its well-balanced proportions. This has been achieved without detracting from the many other important features. The sloping windscreen eliminates rear reflections, and the inclined door pillar ensures easy access to each front seat. A sunshine roof and six large windows afford complete control of ventilation. The roomy comfort enables five passengers to enjoy long distance travelling. The interior dimensions are generous in every respect.

An engine smooth and durable and a twin-top four-speed gearbox give a performance meeting every requirement. Efficient brakes ensure security.

FURNISHING AND EQUIPMENT.—SALOON CAN BE FINISHED TO CHOICE OF AUSTIN COLOURS. UPHOLSTERY IN BEST SELECTED HIDE, VAUMOL HIDE, BEDFORD CORD OR MOQUETTE. EQUIPMENT INCLUDES CHROMIUM PLATED BIFLEX DIP AND SWITCH HEADLIGHTS, COMBINED "STOP" AND TAIL LAMP, CLOCK, PETROL GAUGE, SPEEDOMETER, ELECTRIC HORN, DRIVING MIRROR, WINDSCREEN WIPER, BUMPERS FRONT AND REAR, NUMBER PLATES, MAGNA WHEELS, SPARE WHEEL AND TYRE, AND THOSE ACCESSORIES SHOWN ON CHASSIS SPECIFICATION. A LUGGAGE CARRIER IS FITTED ON THE BERKELEY. THE WESTMINSTER IS PROVIDED WITH A REAR LOCKER. EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED. TRIPLEX GLASS THROUGHOUT. (CARS FOR EXPORT HAVE PLATE GLASS).

For 12 h.p. Four Cylinder model, see page 9.

For the price of this model, see page 31.

For leading dimensions, see page 26.

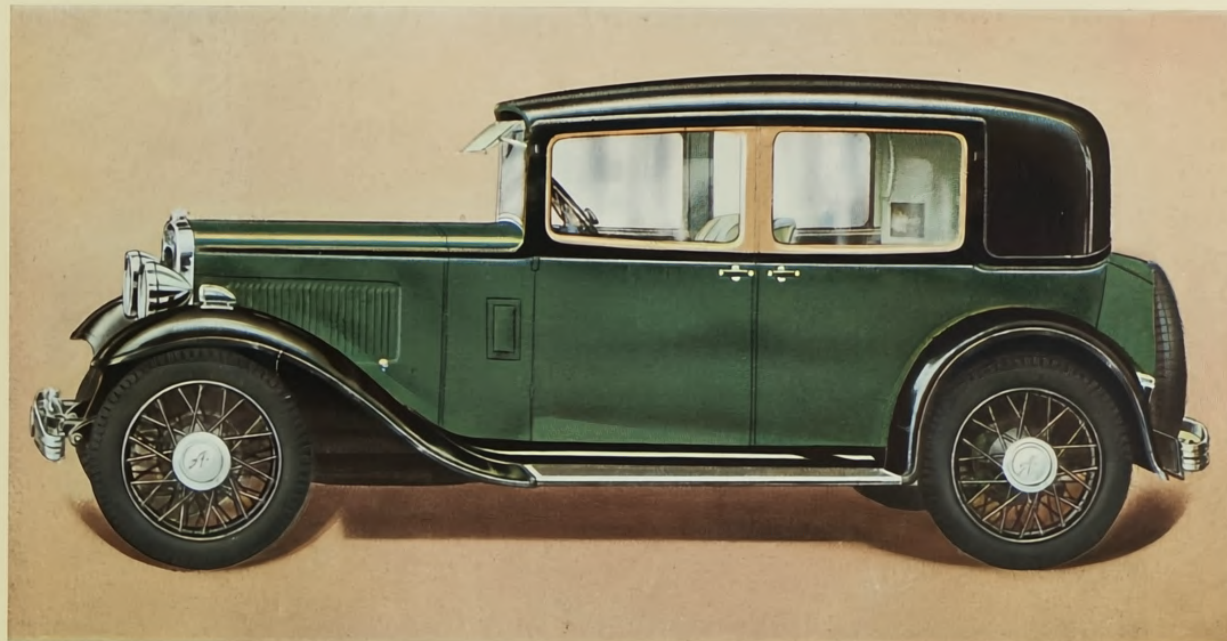
The Austin Sixteen

THE AUSTIN SIXTEEN, a six-cylinder car of moderate power and proportions, has enjoyed five years of success, proving increasingly popular.

It is available in four distinct models—two de luxe saloons, a two-seater and a tourer. The keynote of the Sixteen range is undoubtedly high quality. With a compact six-cylinder engine of unusual smoothness, a sturdy transmission system incorporating a four-speed gearbox with constant mesh twin-top gears, robust axles, and springs long and supple, it is no wonder that this model finds high favour for use under rigorous conditions. Easy gear changing and responsive braking, convenient finger-tip controls and a horn-ring incorporated with the steering wheel, supplement its appeal.

A new feature is the thermostat for the cooling system. Attentions are minimised by the use of Silentbloc spring shackles and zinc bushed brake gear.

For full specification, see page 19.



The Sixteen "Westminster"

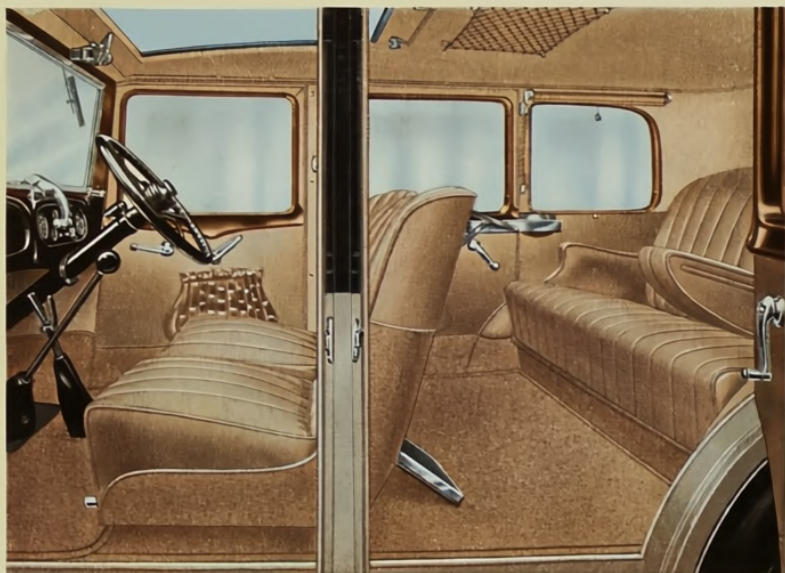
FOR THE motorist who wishes to ally the sterling qualities of the Sixteen chassis with the distinctive grace of special bodywork, this five-seater Westminster has been designed.

The doors are exceptionally wide, giving easy access to both front and rear seats, and the unusual lines, embodying four windows, stamp this model as a "quality" car in appearance as well as in performance.

The best selected hide upholstery and other de luxe features of the "Berkeley" saloon are included in this model.

Driving comfort is assured by the seating position, which is adjustable to suit individual requirements, controls all being within ready reach. Narrow door pillars and body uprights afford a wide, unobstructed view. A sun vizor assists forward vision.

The locker at the rear can accommodate a suitcase of useful proportions.

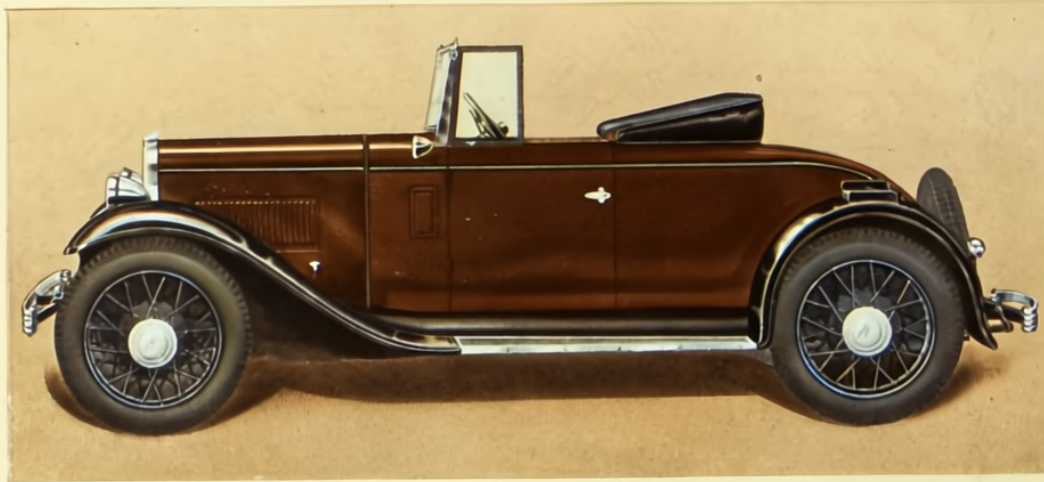


Berkeley Saloon interior, showing Hinged Centre Arm and Side Rests, Folding Tables and Foot Rests.

FURNISHING AND EQUIPMENT.—SALOON CAN BE FINISHED TO CHOICE OF AUSTIN COLOURS. UPHOLSTERY IN BEST SELECTED HIDE, VAUMOL HIDE, BEDFORD CORD OR MOQUETTE. EQUIPMENT INCLUDES CHROMIUM PLATED BIFLEX DIP AND SWITCH HEADLIGHTS, COMBINED "STOP" AND TAIL LAMP, CLOCK, PETROL GAUGE, SPEEDOMETER, ELECTRIC HORN, DRIVING MIRROR, WINDSCREEN WIPER, BUMPERS FRONT AND REAR, NUMBER PLATES, MAGNA WHEELS, SPARE WHEEL AND TYRE, AND THOSE ACCESSORIES SHOWN ON CHASSIS SPECIFICATION. A LUGGAGE CARRIER IS FITTED ON THE BERKELEY. THE WESTMINSTER IS PROVIDED WITH A REAR LOCKER. EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED. TRIPLEX GLASS THROUGHOUT. (CARS FOR EXPORT HAVE PLATE GLASS).

For price of this model, see page 31. For leading dimensions, see page 26.

The Austin Sixteen Open Models



The "Harrow" Two-Seater

FOR SPEED and comfortable road travelling, with the ability to withstand continuous hard usage, this two-seater is unexcelled. The width of the body, and its separately adjustable seats, ensure driving or riding ease. The inclined screen, accurately fitting side-screens, which readily stow away in the doors when unwanted, and the smart hood of best quality waterproof material, give security against any climatic conditions. The dickey, which, like the front seats, is upholstered in leather, provides comfortable accommodation for two passengers and, when not otherwise used, will carry a useful amount of luggage.

Many owners of the Austin Sixteen find this model ideal for business use.

The "Open Road" Tourer

DESPITE THE growing popularity of saloon models, the "Open Road" Sixteen continues a great favourite amongst a large number of seasoned motorists. This can be attributed to the real protection derived from its hood and side-curtain equipment. The latter are easily erected and, when not required, fold into compartments provided in the doors.

For comfort and freedom from drumming or rattle, it compares favourably with many saloons. The seating—for five persons—has all the luxury associated with closed models. The upholstery is in leather, and both front seats are separately adjustable. A grid is fitted at the rear for luggage.

For general specification, see page 19. For prices of these models, see page 31.

For 12 h.p. Four Cylinder models, see opposite page.



FURNISHING AND EQUIPMENT.—THE CAR CAN BE FINISHED TO CHOICE OF AUSTIN COLOURS. TOURING MODELS UPHOLSTERED IN LEATHER. EQUIPMENT INCLUDES BIFLEX DIP AND SWITCH HEADLIGHTS, COMBINED "STOP" AND TAIL LAMP, CLOCK, PETROL GAUGE, SPEEDOMETER, ELECTRIC HORN, DRIVING MIRROR, WINDSCREEN WIPER, LUGGAGE CARRIER (EXCEPT ON TWO-SEATER MODEL), SPARE WHEEL AND TYRE, AND THOSE ACCESSORIES SHOWN ON CHASSIS SPECIFICATION. TRIPLEX GLASS WINDSCREEN. (CARS FOR EXPORT HAVE PLATE GLASS).

The Austin Twelve-Four—Features

DESPITE the new-comers to the Austin Range, which have quickly established themselves as “true-to-tradition” members of this dependable family, the Austin Twelve-Four continues to be a staunch favourite with many thousands of motorists.

In the eleventh year of its production this model still creates a lively demand by virtue of its inherently sound design and careful construction, which have been constantly improved to accord with modern needs.

The chassis, apart from the engine, is similar in construction and proportions to that of the Austin Sixteen. The four-cylinder engine is the main point of difference between the two models. This engine has proved its mettle in every land and clime, and has withstood conditions which much more powerful units of less thorough workmanship have found too severe. Accessibility is a prominent feature, though the infrequency with which any special adjustments or repairs are required renders even this quality less essential than it otherwise might be.



The Austin Twelve-Four models comprise a Berkeley Saloon de Luxe, with sunshine roof, hide upholstery, bumpers, Magna wheels and other refinements; a Westminster four-light saloon of special design; a tourer of Open Road type; and a two-seater of all-round utility and elegant line. Wide doors and generous accommodation are features of these models. Five passengers are carried in comfort, except on the two-seater. There is also a fixed head standard saloon.

Silentbloc spring shackles, interleaved springs and zinc-bushed brake gear, obviating the need for lubrication of any of these parts, are acceptable features, as on the Sixteen. Cooling is controlled by automatic thermostat. Easily adjustable four-wheel brakes, finger-tip controls and a sensitive steering wheel horn ring, are further features of the Twelve. Thoroughly comprehensive is the equipment, and grouped instruments before the driver enable an exceptionally large recess in the left side of the dash—so welcome for parcels and small items—to be provided.

FURNISHING AND EQUIPMENT.—THE CAR CAN BE FINISHED TO CHOICE OF AUSTIN COLOURS. UPHOLSTERED IN BEST SELECTED HIDE, VAUMOL HIDE, BEDFORD CORD OR MOQUETTE. TOURING MODELS IN LEATHER. THE STANDARD SALOON IS UPHOLSTERED IN LEATHER CLOTH OR WOOL REP. EQUIPMENT INCLUDES CHROMIUM PLATED BIFLEX DIP AND SWITCH HEADLIGHTS, COMBINED “STOP” AND TAIL LAMP, CLOCK, PETROL GAUGE, SPEEDOMETER, ELECTRIC HORN, DRIVING MIRROR, WINDSCREEN WIPER, LUGGAGE CARRIER (EXCEPT ON WESTMINSTER AND TWO-SEATER MODELS), BUMPERS FRONT AND REAR, MAGNA WHEELS, NUMBER PLATES, SPARE WHEEL AND TYRE AND THOSE ACCESSORIES SHOWN ON CHASSIS SPECIFICATION. EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED. TRIPLEX GLASS THROUGHOUT. (CARS FOR EXPORT HAVE PLATE GLASS).



The Light Twelve-Six "HARLEY" Saloon De Luxe

POSSESSING in full measure that dependability which has rendered the name Austin, as applying to motor vehicles, famous throughout the world, this handsome model also has characteristics all its own. The engine and brakes are so responsive, and gears so easy to manipulate, that there is every semblance of a conscious willingness in the movements of this model. Six windows, four wide doors, ample window area, interior dimensions most generous, are features



Interior of Light Twelve-Six "Harley" Saloon.

of the body. The advantages of a sliding roof and hide upholstery must be mentioned. A thermostat controls the engine temperature to ensure maximum efficiency.

FURNISHING AND EQUIPMENT.—THE CAR CAN BE FINISHED TO CHOICE OF AUSTIN COLOURS, AND IS UPHOLSTERED IN BEST SELECTED HIDE, VAUMOL HIDE, BEDFORD CORD OR MOQUETTE. EQUIPMENT INCLUDES CHROMIUM PLATED DIP AND SWITCH HEADLIGHTS, COMBINED "STOP" AND TAIL LAMP, CLOCK, PETROL GAUGE, SPEEDOMETER, ELECTRIC HORN, DRIVING MIRROR, WINDSCREEN WIPER, LUGGAGE CARRIER, NUMBER PLATES, SPARE WHEEL AND TYRE, BUMPERS FRONT AND REAR, MAGNA WHEELS AND THOSE ACCESSORIES SHOWN ON CHASSIS SPECIFICATION. EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED. TRIPLEX GLASS THROUGHOUT. (CARS FOR EXPORT HAVE PLATE GLASS).

For full specification, see page 21.

For the price of this model, see page 31.

For leading dimensions, see page 27.

The Light Twelve-Six Two-Seater

A SIX CYLINDER ENGINE and a two-seater body make a delightful combination for care-free motoring—exemplified in full by this handsome Twelve-Six. Hood, side curtains and body, all carefully designed, assure every comfort. The leather upholstery and trimmings are extremely durable, and are employed for the large dickey seat as well as for the separately adjustable seats in the front compartment.

The Light Twelve-Six Saloon

THIS MODEL appeals by reason of its obvious value. In the dimensions of its bodywork (see diagram on page 27) and in the general design and construction it is identical with the de luxe model. It differs in having wool rep or leather cloth upholstery, black lamps and wheel centres, and it is not equipped with bumpers or a sliding roof, but the quality is unaltered, and for a combination of convenience, economy and appearance, this six-cylinder saloon remains unrivalled.

The graceful lines of this car conduce to something more than fine performance, for the flowing curves make it extremely easy to keep clean.

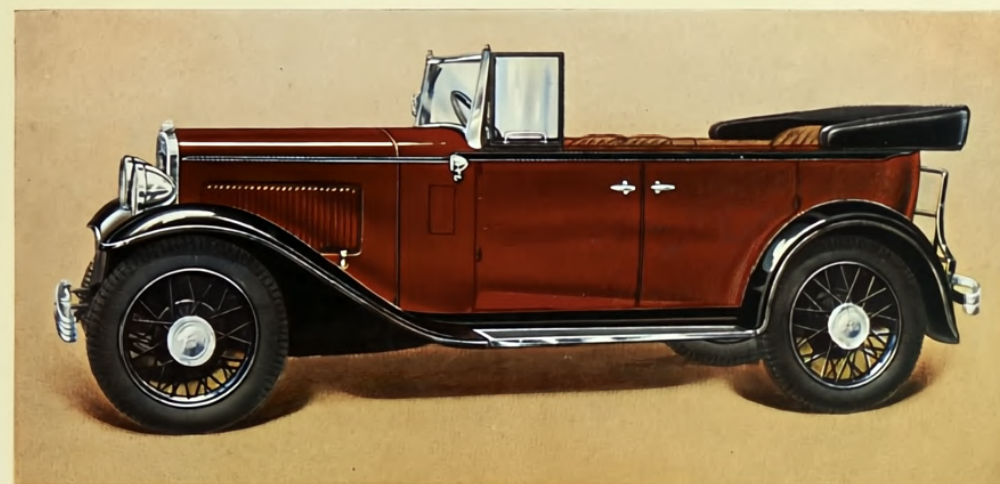
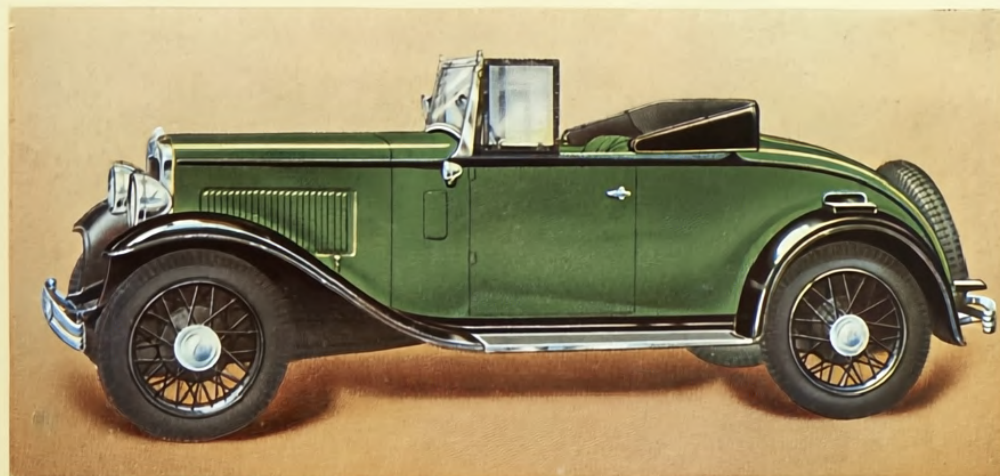
The Light Twelve-Six "Open Road" Tourer

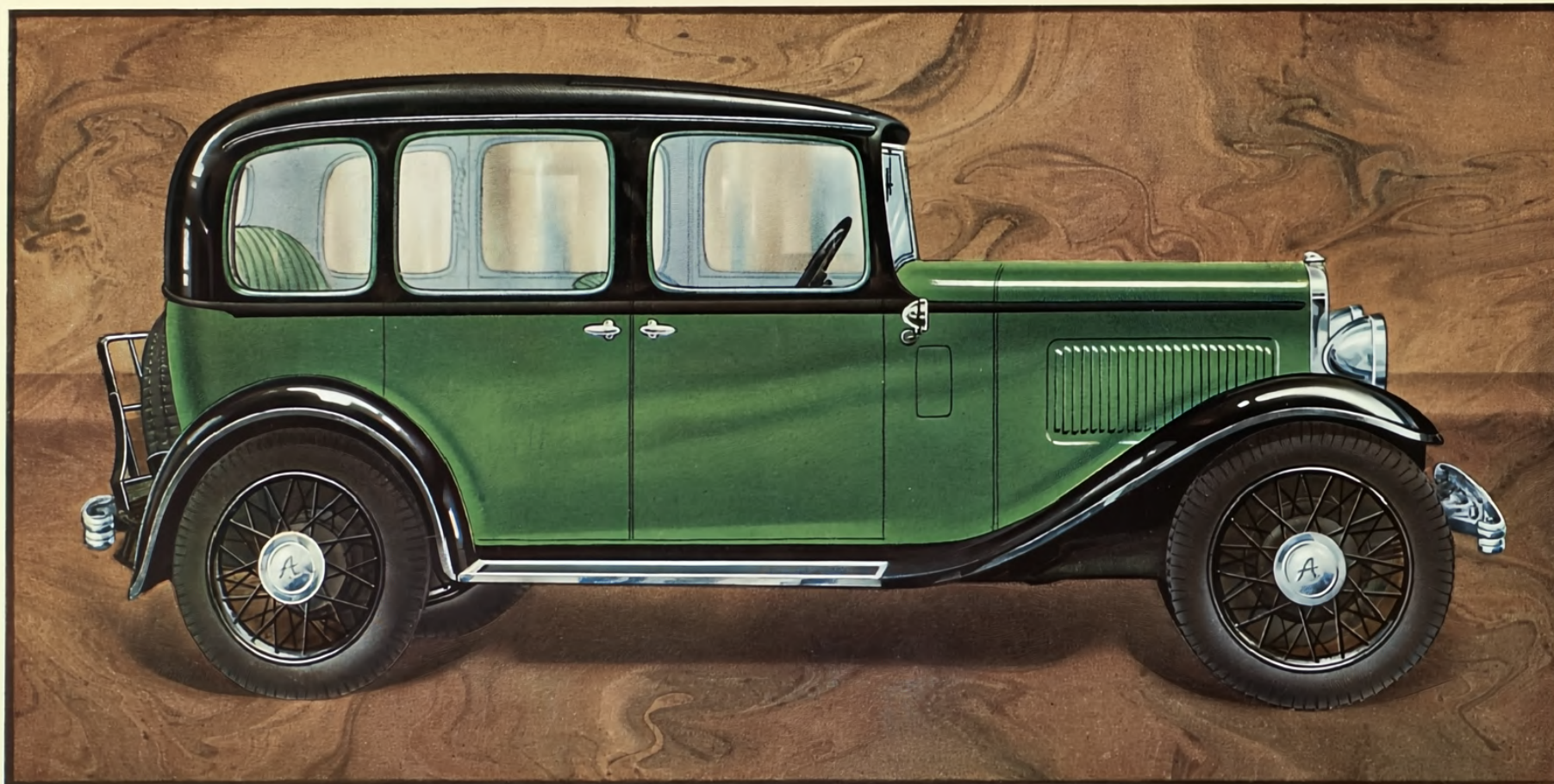
THE "Open Road" four-seater has many features that ensure for it constant popularity. Elegant in line, it is yet commodious, and, as well as being fully open, when using hood and side curtains it can be given all the protective attributes of a saloon. The best leather is used for the trimmings and upholstery, and the exterior finish is of standard Austin durability.

FURNISHING AND EQUIPMENT.—THE CAR CAN BE FINISHED TO CHOICE OF AUSTIN COLOURS. THE STANDARD SALOON IS UPHOLSTERED IN LEATHER CLOTH OR WOOL REP, TOURING MODELS IN LEATHER. EQUIPMENT INCLUDES DIP AND SWITCH HEADLIGHTS, COMBINED "STOP" AND TAIL LAMP, CLOCK, PETROL GAUGE, SPEEDOMETER, ELECTRIC HORN, DRIVING MIRROR, WINDSCREEN WIPER, LUGGAGE CARRIER (EXCEPT ON TWO-SEATER MODEL), NUMBER PLATES, SPARE WHEEL AND TYRE, AND THOSE ACCESSORIES SHOWN ON CHASSIS SPECIFICATION. EXTERIOR FITTINGS ARE CHROMIUM PLATED. TRIPLEX GLASS THROUGHOUT. (CARS FOR EXPORT HAVE PLATE GLASS).

For full specification, see page 21.

For prices of these models, see page 31.





The Light Twelve-Four Saloon De Luxe

THIS NEW MODEL, designed and built in the true Austin tradition, will appeal to all tastes. Simplicity, easy maintenance and tenacious tune are features of its powerful four-cylinder engine, which has special mountings insulating the chassis from vibration. The sunshine roof, the completeness of its equipment, and the quality of its finish and fittings, will all ensure for it high favour. This car will undoubtedly open up a new phase in economic motoring. The engine performance, supplemented

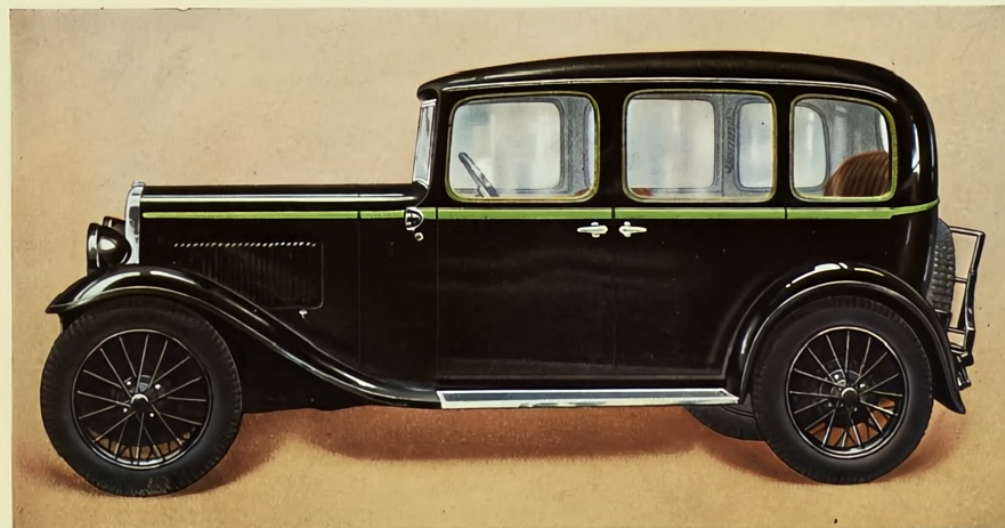
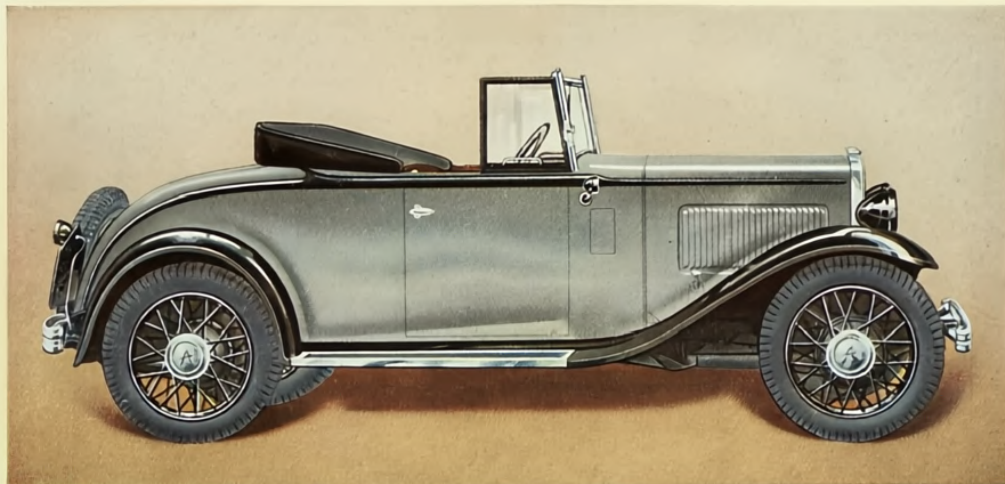


by the four speed twin-top gearbox, highly efficient braking and smooth riding qualities, with all the controls convenient to hand and foot, render this new model a delight to drive.

FURNISHING AND EQUIPMENT.—THE CAR CAN BE FINISHED TO CHOICE OF AUSTIN COLOURS, AND IS UPHOLSTERED IN BEST SELECTED HIDE. EQUIPMENT INCLUDES CHROMIUM PLATED DIP AND SWITCH HEADLIGHTS, COMBINED "STOP" AND TAIL LAMP, CLOCK, PETROL GAUGE, SPEEDOMETER, ELECTRIC HORN, DRIVING MIRROR, WINDSCREEN WIPER, LUGGAGE CARRIER, NUMBER PLATES, SPARE WHEEL AND TYRE, BUMPERS FRONT AND REAR, MAGNA WHEELS AND THOSE ACCESSORIES SHOWN ON CHASSIS SPECIFICATION. EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED. TRIPLEX GLASS THROUGH-OUT. (CARS FOR EXPORT HAVE PLATE GLASS).

For full specification, see page 22.

For the price of this model, see page 31.



The Light Twelve-Four Two-Seater

ADDITIONAL to the wide and deep front seats, separately adjustable for position, occasional accommodation is provided for two passengers in the dickey of this smart two-seater. Clean, speedy lines and a performance excellent not only for speed and acceleration, but also in respect of braking and riding qualities, enhance the appeal of this model.

The side screens stow away in the doors and the hood folds compactly to be covered by a neat envelope.

The Light Twelve-Four Saloon

AN ALL-PURPOSE closed car, with fixed roof, which will be popular on account of its quality, value and running economy. The body is similar to the de luxe type, but is upholstered in wool rep or leather cloth in tasteful tones. Bumpers and Magna wheels, listed in the de luxe specification, are not included, but such valuable features as a large single-panel screen, readily adjustable front seats, grouped instruments, finger-tip controls, large dash, cubby hole, and a convenient under-bonnet tool-box, are common to both types.

The Light Twelve-Four Tourer

TO MOTORISTS who prefer the freedom of the touring model, this car will appeal.

Four wide doors are provided in a roomy body, combining lightness with strength. The hood and side curtains are proof against the most inclement weather, and the latter can be readily stowed away when unwanted. Resilient upholstery gives easy and adequate support. The separate front seats are independently adjustable.

FURNISHING AND EQUIPMENT.—THE CAR CAN BE FINISHED TO CHOICE OF AUSTIN COLOURS. THE STANDARD SALOON IS UPHOLSTERED IN LEATHER CLOTH OR WOOL REP, TOURING MODELS IN LEATHER. EQUIPMENT INCLUDES DIP AND SWITCH HEADLIGHTS, COMBINED "STOP" AND TAIL LAMP, CLOCK, PETROL GAUGE, SPEEDOMETER, ELECTRIC HORN, DRIVING MIRROR, WINDSCREEN WIPER, LUGGAGE CARRIER (EXCEPT ON TWO-SEATER MODEL), NUMBER PLATES, SPARE WHEEL AND TYRE, AND THOSE ACCESSORIES SHOWN ON CHASSIS SPECIFICATION. EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED. TRIPLEX GLASS THROUGHOUT. (CARS FOR EXPORT HAVE PLATE GLASS).

For full specification, see page 22.

For prices of these models, see page 31.



The Ten-Four Saloon De Luxe

THIS saloon undoubtedly meets a general need in providing adequate accommodation for four persons, and ample power to convey them swiftly, without incurring high running expenses.

The special features are the wide doors giving easy access to all seats, and providing windows to afford good visibility. The seats are large, with cushions deep and full. The attractive low lines and excellent weight distribution without



rear overhang contribute to this model's "roadability." With movable front seats, sliding roof, oversize tyres, private locks on all doors, among many other items, its equipment is complete.

FURNISHING AND EQUIPMENT.—THE CAR CAN BE FINISHED TO CHOICE OF AUSTIN COLOURS, AND IS UPHOLSTERED IN BEST SELECTED HIDE. EQUIPMENT INCLUDES CHROMIUM PLATED DIP AND SWITCH HEADLIGHTS, COMBINED "STOP" AND TAIL LAMP, CLOCK, PETROL GAUGE, SPEEDOMETER, ELECTRIC HORN, DRIVING MIRROR, WINDSCREEN WIPER, LUGGAGE CARRIER, NUMBER PLATES, SPARE WHEEL AND TYRE, BUMPERS FRONT AND REAR, MAGNA WHEELS AND THOSE ACCESSORIES SHOWN ON CHASSIS SPECIFICATION. EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED. TRIPLEX GLASS THROUGHOUT. (CARS FOR EXPORT HAVE PLATE GLASS).

For full specification, see page 23.

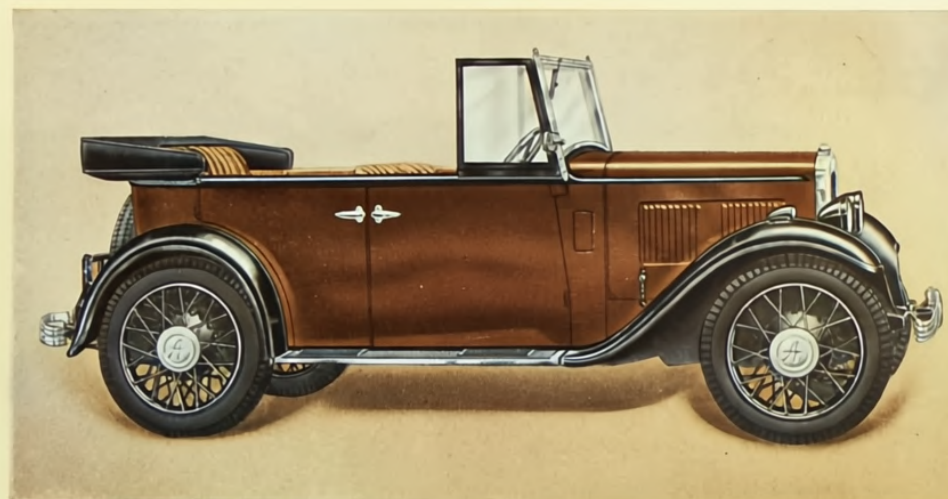
For the price of this model, see page 31.

For leading dimensions, see page 28.



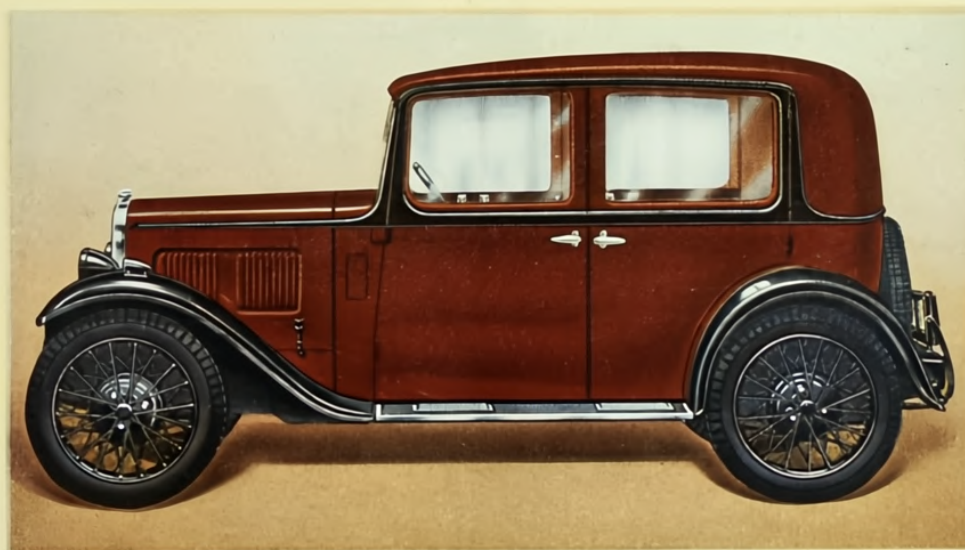
The Ten-Four Two-Seater

ELEGANCE is always associated with two-seater bodywork, and the Ten-Four open two-seater is certainly no exception to the rule. Elegance and comfort are admirably combined in this model, which can claim a road performance exceptional for its size. Standard Austin weather equipment is provided. The large adjustable seats and wide dickey are upholstered in leather cloth, and the supple suspension system prevents the fatigue of long journeys.



The Ten-Four Tourer

THE Ten-four has all the appeal of its convenient proportions, allied to outstanding performance. There are wide doors, and seating is no less generous than in the saloon, providing ample room for four persons. Rattle- and weather-proof side-screens supplement the protection provided by a well-designed hood. Best leather cloth upholstery and trimmings ensure good service. Open car travelling will be given a fresh significance by this attractive model.



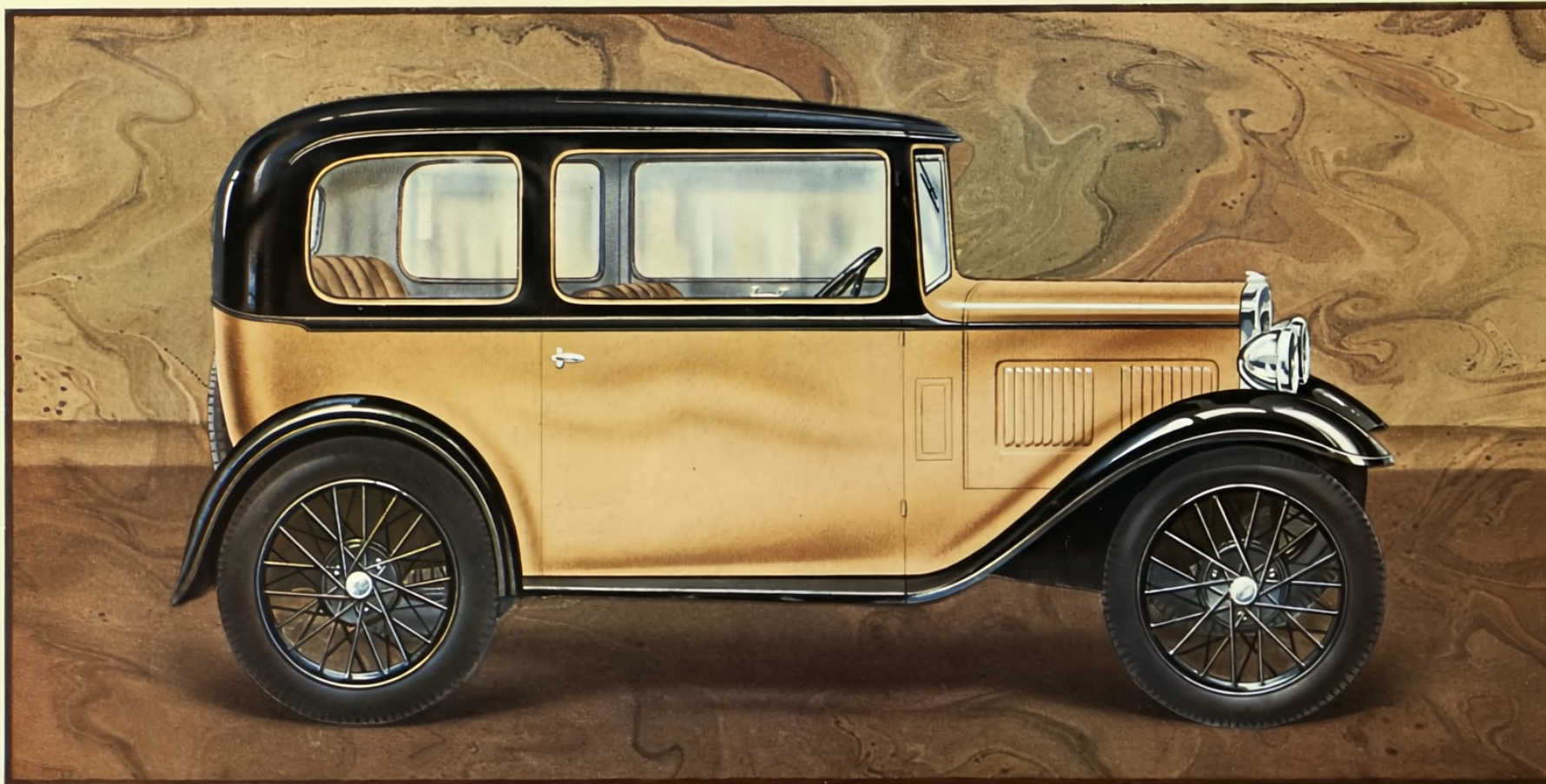
The Ten-Four Saloon

AMONG the features of appeal in this model, are the wide and deep seats, the two at the front being independently adjustable. The single-panel screen is easily controlled. This model has a fixed head, and the sloping front door pillar facilitates front seat ingress and

egress. All controls are handily placed and a grouped instrument board, convenient to the driver's sight, also allows a large dash recess for small parcels, etc. The low body mounting gives adequate leg room without the need for foot wells.

FURNISHING AND EQUIPMENT.—THE CAR CAN BE FINISHED TO CHOICE OF AUSTIN COLOURS. THE STANDARD SALOON IS UPHOLSTERED IN LEATHER CLOTH OR WOOL REP, TOURING MODELS IN LEATHER. EQUIPMENT INCLUDES DIP AND SWITCH HEADLIGHTS, COMBINED "STOP" AND TAIL LAMP, CLOCK, PETROL GAUGE, SPEEDOMETER, ELECTRIC HORN, DRIVING MIRROR, WINDSCREEN WIPER, LUGGAGE CARRIER (EXCEPT ON TWO-SEATER MODEL), NUMBER PLATES, SPARE WHEEL AND TYRE, AND THOSE ACCESSORIES SHOWN ON CHASSIS SPECIFICATION. EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED. TRIPLEX GLASS THROUGHOUT. (CARS FOR EXPORT HAVE PLATE GLASS).

For full specification, see page 23. For prices of these models, see page 31.



The Seven Saloon De Luxe

THIS is the miniature of a full sized car, with surprising interior roominess—ample for four adults. Pneumatic seat cushions and high back squabs afford complete support, and sufficient leg-room makes this latest Austin Seven a revelation in small car comfort.

The adjustable front seats tip to give access to the rear.

Sliding roof, easily operated from the driver's seat, wide doors, and deep domed wings, combine to enhance the attractiveness that the Seven has always possessed on account of its outstanding



performance and extreme economy. With the adoption of a rear petrol tank and four-speed twin-top gearbox, the de luxe Seven conforms to general Austin practice. A new type offset instrument board allows of a large recess on the left-hand side of the dash.

FURNISHING AND EQUIPMENT.—THE CAR CAN BE FINISHED TO CHOICE OF AUSTIN COLOURS, AND IS UPHOLSTERED IN BEST SELECTED HIDE. EQUIPMENT INCLUDES CHROMIUM PLATED LAMPS WITH DIPPING BEAM DEVICE, PETROL GAUGE, SPEEDOMETER, ELECTRIC HORN, DRIVING MIRROR, WIND-SCREEN WIPER, NUMBER PLATES, SPARE WHEEL AND TYRE, CHROMIUM PLATED WHEEL CENTRES, AND THOSE ACCESSORIES SHOWN ON CHASSIS SPECIFICATION. EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED. TRIPLEX GLASS THROUGH-OUT. (CARS FOR EXPORT HAVE PLATE GLASS).

For full specification, see page 24.

For the price of this model, see page 31.

For leading dimensions, see page 28.



The Seven Two-Seater

A NEW BODY design of appealing lines and providing unusual comfort and plenty of luggage room. The wide doors and a generous body width are important features. The sloping screen and the efficient hood and side-curtains afford complete protection. The spare wheel is accommodated at the rear of the body.



The Seven Four-Seater

THIS model has wide doors and broad, comfortable seating bodywork. It thus substantiates the Seven's claim to possess to a considerable degree the attributes of large cars, while being extremely economical to run. Large side-screens, assure any-weather comfort. For all-round utility and hard usage, this small car is unrivalled.



The Seven Saloon

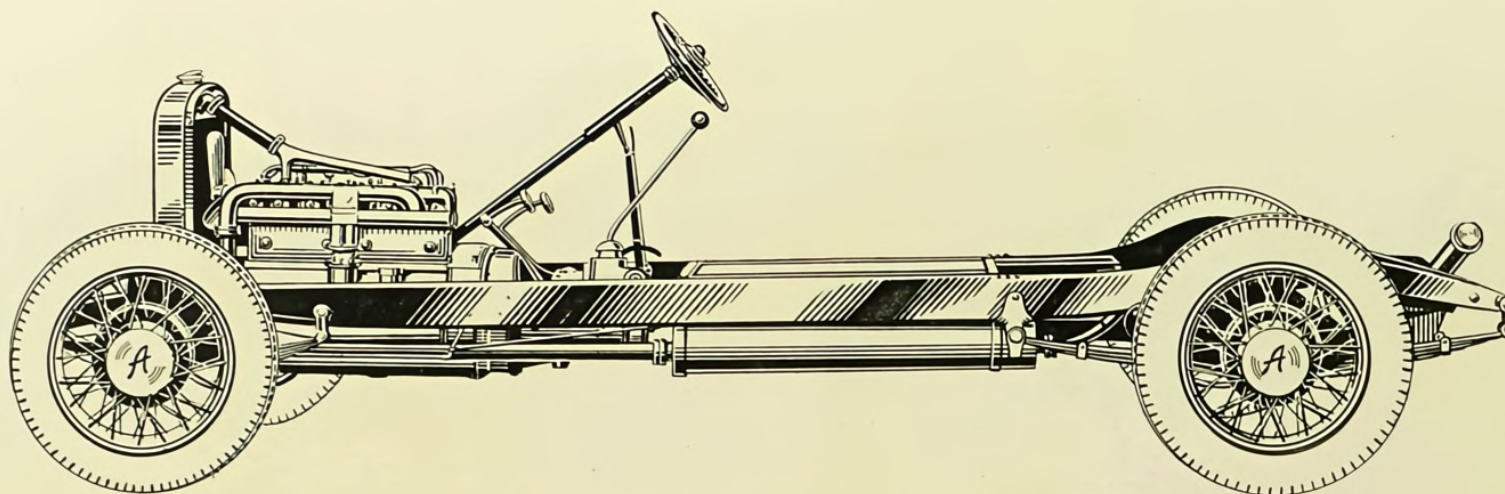
POSSESSING in full measure the roominess and all-round comfort of the de luxe model, this popular standard saloon is equipped with a fixed roof. The cushions are of pneumatic type.

The separate front seats, which are adjustable, tip for access to the rear. The sloping one-piece windscreen is readily controlled while driving ; the equipment is comprehensive.

FURNISHING AND EQUIPMENT.—THE CAR CAN BE FINISHED TO CHOICE OF AUSTIN COLOURS. THE STANDARD SALOON IS UPHOLSTERED IN LEATHER CLOTH OR WOOL REP, TOURING MODELS IN LEATHER CLOTH. EQUIPMENT INCLUDES LAMPS WITH DIPPING BEAM DEVICE, PETROL GAUGE, SPEEDOMETER, ELECTRIC HORN, DRIVING MIRROR, WINDSCREEN WIPER, NUMBER PLATES, SPARE WHEEL AND TYRE, AND THOSE ACCESSORIES SHOWN ON CHASSIS SPECIFICATION. EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED. TRIPLEX GLASS THROUGHOUT. (CARS FOR EXPORT HAVE PLATE GLASS).

For general specification, see page 24.

For prices of these models, see page 31.



The AUSTIN TWENTY 6-Cylinder

GENERAL DIMENSIONS.

Wheel base	-	-	11ft. 4in. (3,454 mm.)
			or 10ft. 0in. (3,048 mm.)
Track	-	-	4ft. 8in. (1,422 mm.)
Road clearance	-	-	9in. (229 mm.)
Turning circle, 11ft. 4in., 55ft. (16,763 mm.)			
			10ft. 0in., 44ft. 6in. (13,563 mm.)

ENGINE.

6-cylinder monobloc ; bore 3 $\frac{1}{8}$ in. (79.5 mm.); stroke 4 $\frac{1}{2}$ in. (114.5 mm.). Total capacity 3,400 c.c. ; R.A.C. rating, 23.5 h.p. ; b.h.p. at 2,000 r.p.m., 49. The cylinder head is detachable and the valves are all on the near side. The crankshaft is carried on eight bearings of large diameter. The pistons are of aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 16 gallons (72 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a vacuum system. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery.

COOLING.

By fan. Water circulation by pump, controlled by automatic Thermostat.

LUBRICATION.

A gear pump forces oil to all bearings of crankshaft and camshaft, and the oil is purified by passing through an external oil cleaner and a large gauze filter in the reservoir. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single-plate type. The gearbox has four speeds forward, and reverse. The ratios of engine to road wheels on the 11ft. 4in. models are : 1st speed, 20.34 to 1 ; 2nd speed, 11.41 to 1 ; 3rd speed, 7.34 to 1 ; top speed, 4.67 to 1. On the 10ft. wheel base model, the ratios are : 1st speed, 17.1 to 1 ; 2nd speed, 9.55 to 1 ; 3rd speed, 6.14 to 1 ; top speed, 3.916 to 1. Gear changes are effected by a lever mounted centrally. Final drive is by spiral bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES.

Large brake drums are fitted to all four road wheels. All brakes are easily adjusted.

STEERING.

A patented roller worm wheel makes the steering remarkably light and easy. Over the steering wheel are the gas and ignition levers and the dip and switch control. Under the wheel is the ring-operated horn switch.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. Rear springs of exceptional length. All springs are mounted with the non-lubricated "Silentbloc" shackles. Luvax shock absorbers to front and rear of car.

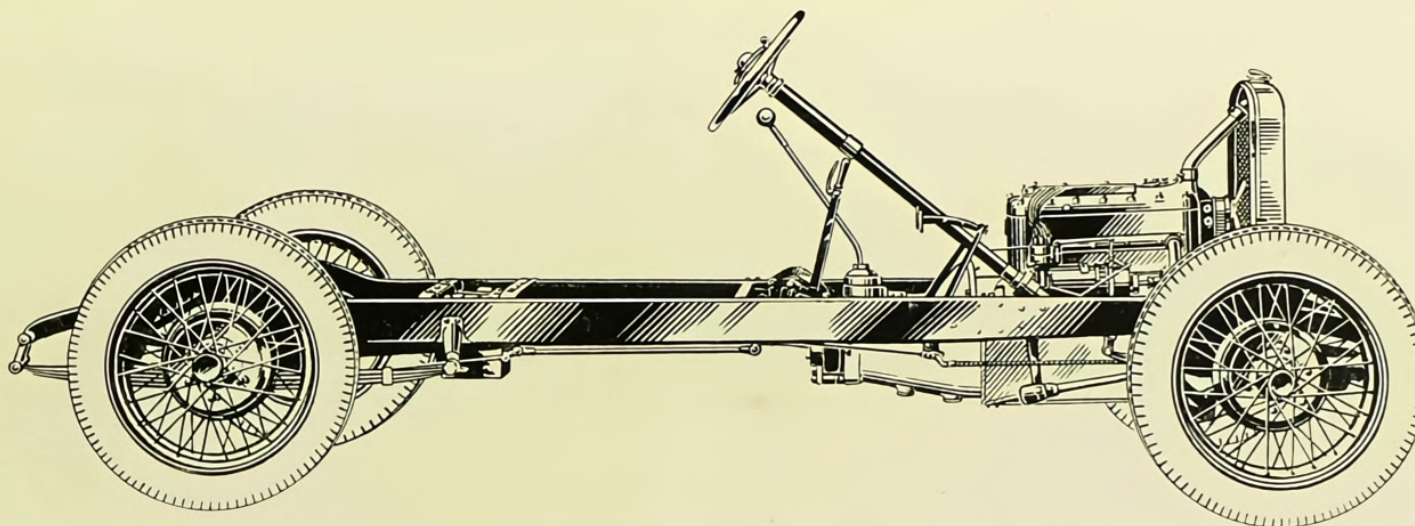
WHEELS AND TYRES.

Magna wire wheels, with Dunlop tyres.

EQUIPMENT.

12 volt electric starting with hand switch on fascia board. "Biflex" magnetically operated dip and switch headlamps ; combined "stop" and tail lamp ; bumpers at front and rear, carburettor air strangler, air cleaner, clock, electric horn, speedometer, spare wheel and tyre. The tools are securely and neatly stowed in special compartments.

EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED.



The AUSTIN SIXTEEN 6-Cylinder

GENERAL DIMENSIONS.

Wheel base	-	-	9ft. 4in. (2,844 mm.)
Track	-	-	4ft. 8in. (1,422 mm.)
Road clearance	-		7½in. (191 mm.)
On Export models			8½in. (216 mm.)
Turning circle	-		42 ft. (12,801 mm.)

ENGINE.

6-cylinder monobloc; bore 2.58in. (65.5 mm.); stroke 4.375in. (111 mm.). Total capacity 2,249 c.c.; R.A.C. rating, 15.9 h.p.; b.h.p. at 2,400 r.p.m., 36. The cylinder head is detachable and the valves are all on the near side. The crankshaft is carried on eight bearings of large diameter. Pistons are of aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 10 gallons (45 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by petrol pump. A contents gauge is included on the instrument board.

IGNITION.—By coil and battery.

COOLING.—By fan. Water circulation by pump, controlled by automatic Thermostat.

LUBRICATION.

A gear pump forces oil to all bearings of crankshaft and camshaft, and the oil is purified by passing through an external oil cleaner and a large gauze filter in the reservoir. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single-plate type. The gearbox has four speeds forward, and reverse. It is fitted with "Twin Top" constant mesh gears. The ratios of engine to road wheels are: 1st speed, 19.2 to 1; 2nd speed, 12.6 to 1; 3rd speed, 8.3 to 1; top speed, 5.11 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES.

Both the hand brake and the pedal apply brakes to all four road wheels. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the

steering wheel are the improved gas and ignition levers and the dip and switch control. Under the wheel is the sensitive ring-operated horn switch.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. Rear springs of exceptional length. All springs are mounted with the non-lubricated "Silentbloc" shackles. Luvax shock absorbers to front and rear of car.

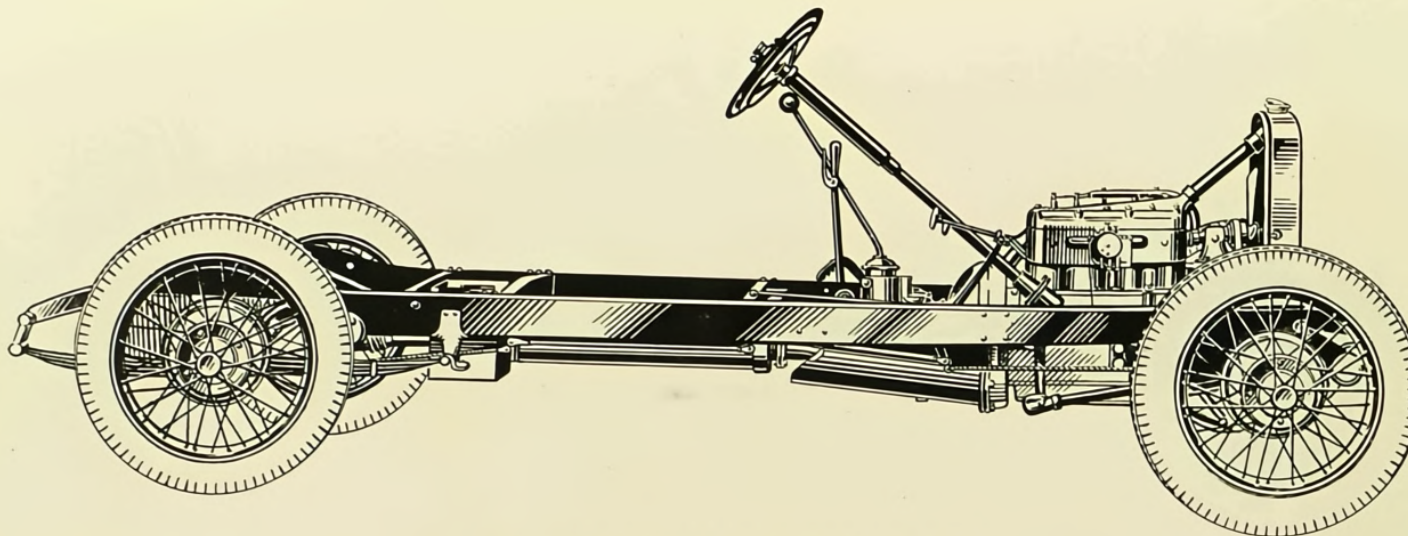
WHEELS AND TYRES.

Wire wheels, with Dunlop 5.00-20 tyres. Magna wheels on De Luxe models.

EQUIPMENT.

12 volt electric starting with hand switch on fascia board. "Biflex" magnetically operated dip and switch headlamps; combined "stop" and tail lamp; carburettor air strangler, air cleaner, clock, speedometer, spare wheel and tyre, and electric horn. The tools are securely and neatly stowed in special compartments.

EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED.



The AUSTIN TWELVE

GENERAL DIMENSIONS.

Wheel base	-	-	9ft. 4in. (2,844 mm.)
Track	-	-	4ft. 8in. (1,422 mm.)
Road clearance	-		8in. (203 mm.)
On Export models			9in. (229 mm.)
Turning circle	-		42ft. (12,801 mm.)

ENGINE.

4-cylinder monobloc ; bore $2\frac{1}{8}$ in. (72 mm.) ; stroke $4\frac{1}{2}$ in. (114.5 mm.). Total capacity 1861 c.c. ; R.A.C. rating, 12.8 h.p. ; b.h.p. at 2,000 r.p.m., 27. The cylinder head is detachable and the valves are all on the near side. The crankshaft is carried on five bearings of large diameter. Pistons are of aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 10 gallons (45 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a vacuum system. A contents gauge is included on the instrument board.

IGNITION.—By magneto.

COOLING.

By fan. Water circulation by pump, controlled by automatic Thermostat.

LUBRICATION.

Lubrication is by means of a gear pump, forcing oil to all bearings of the crankshaft and camshaft. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single-plate type. The gearbox has four speeds forward, and reverse. The ratios of engine to road wheels are : 1st speed, 20 to 1 ; 2nd speed, 12 to 1 ; 3rd speed, 8 to 1 ; top speed, 5.12 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES.

Four wheel brakes are fitted in addition to that on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gearbox. Both sets of brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the gas and ignition levers of improved design. Under the wheel is the sensitive ring-operated horn switch.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. Rear springs of exceptional length. All springs are mounted with the non-lubricated "Silentbloc" shackles. Luvax shock absorbers to front and rear of car.

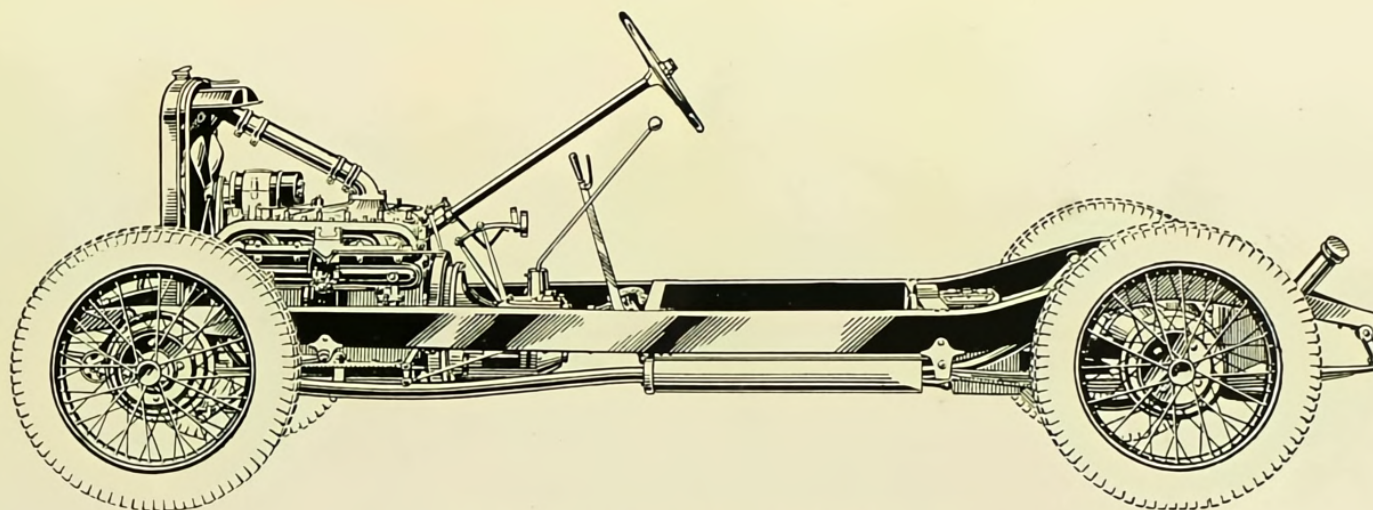
WHEELS AND TYRES.

Wire wheels, with Dunlop 5.00-20 tyres. Magna wheels on De Luxe models.

EQUIPMENT.

12 volt electric starting with hand switch on fascia board, magnetically operated dip and switch headlamps ; combined "stop" and tail lamp, carburettor air strangler, air cleaner, clock, speedometer, spare wheel and tyre and electric horn. The tools are securely and neatly stowed in special compartments.

EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED.



The AUSTIN LIGHT TWELVE-SIX

GENERAL DIMENSIONS.

Wheel base	-	-	8ft. 10in. (2,694 mm.)
Track	-	-	4ft. 2in. (1,270 mm.)
Road clearance	-	-	7½in. (190 mm.)
Turning circle	-	-	42ft. (12,801 mm.)

ENGINE.

6-cylinder monobloc; bore 2.410in. (61.25 mm.); stroke 3.335in. (84.63 mm.). Total capacity, 1,496 c.c.; R.A.C. rating, 13.956 h.p.; b.h.p. at 2,400 r.p.m., 24. The cylinder head is detachable and the valves are all on the near side. Induction and exhaust manifolds are mounted to provide a hot-spot. The crankshaft is carried on four bearings of ample diameter. Pistons are of special aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 8 gallons (36 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By battery and coil, the distributor is easily accessible, and incorporates an automatic advance and retard mechanism.

COOLING.

By Thermo-Syphon and fan, circulation controlled by automatic Thermostat.

LUBRICATION.

Lubrication is by means of a gear wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

TRANSMISSION.

The clutch is of the single-plate type. With the four speed "Twin Top" gearbox, the ratios of engine to road wheels are 20.8, 13.4, 8.6 and 5.5 to 1.

The gearbox forms one unit with the engine and the whole is suspended at four points. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel mounted on ball bearings.

The rear axle is of the three-quarter floating type.

BRAKES.

Four wheel expanding brakes operated either by hand or foot. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the electric horn button and the finger control lever of the dip and switch mechanism for the headlamps.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. All springs are mounted with non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers to front and rear of car.

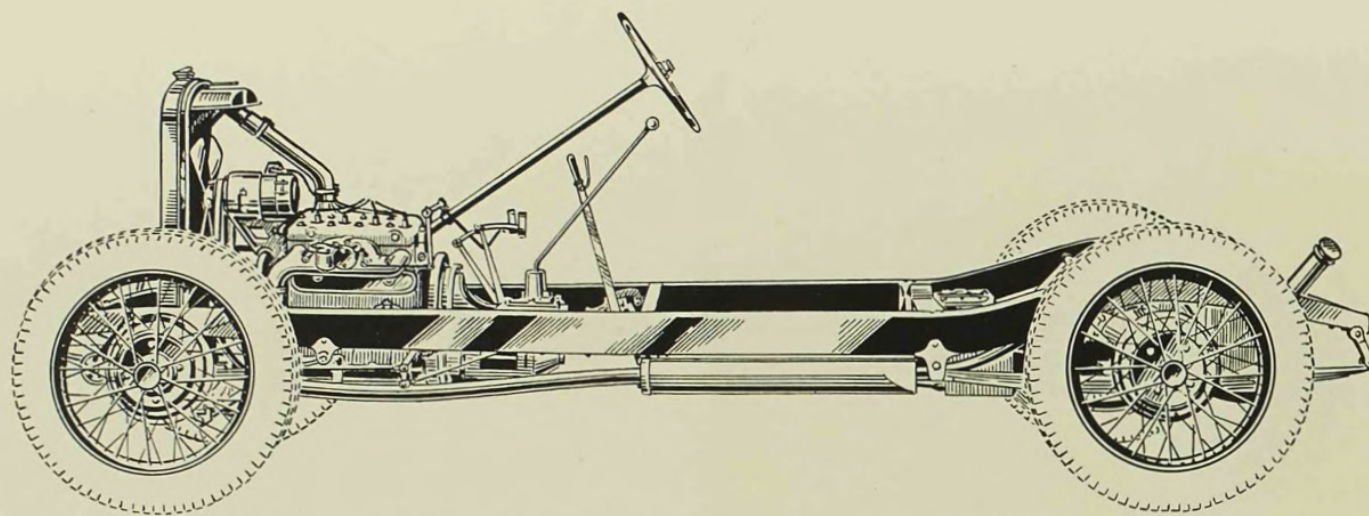
WHEELS AND TYRES.

Wire wheels, with Dunlop 4.75-19 tyres. Magna wheels on De Luxe models.

EQUIPMENT.

12 volt electric starting with hand switch on fascia board, magnetically operated dip and switch headlamps, combined "stop" and tail lamp, carburettor air strangler, air cleaner, clock, speedometer, spare wheel and tyre and electric horn. The tools are securely and neatly stowed in special compartments.

EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED.



The AUSTIN LIGHT TWELVE-FOUR

GENERAL DIMENSIONS.

Wheel base	-	-	8ft. 10in. (2,694 mm.)
Track	-	-	4ft. 2in. (1,270 mm.)
Road clearance	-	-	7½in. (190 mm.)
Turning circle	-	-	42ft. (12,801 mm.)

ENGINE.

4-cylinder monobloc; bore 2.73 in. (69.3 mm.); stroke 4in. (1,016 mm.). Total capacity, 1,535 c.c.; R.A.C. rating, 11.9 h.p.; b.h.p. at 2,400 r.p.m., 24. The cylinder head is detachable and the valves are all on the **near** side. Induction and exhaust manifolds are mounted to provide a hot-spot. The crankshaft is carried on three bearings of ample diameter. Pistons are of special aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 8 gallons (36 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By battery and coil, the distributor is easily accessible, and incorporates an automatic advance and retard mechanism.

COOLING.

By Thermo-Syphon and fan.

LUBRICATION.

Lubrication is by means of a gear wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

TRANSMISSION.

The clutch is of the single-plate type. With the four speed "Twin Top" gearbox, the ratios of engine to road wheels are 20.8, 13.4, 8.6 and 5.5 to 1.

The gearbox forms one unit with the engine and the whole is suspended at four points. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES.

Large and powerful four wheel expanding

brakes operated either by hand or foot. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the electric horn button and the finger control lever of the dip and switch mechanism for the headlamps.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. All springs are mounted with non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers to front and rear of car.

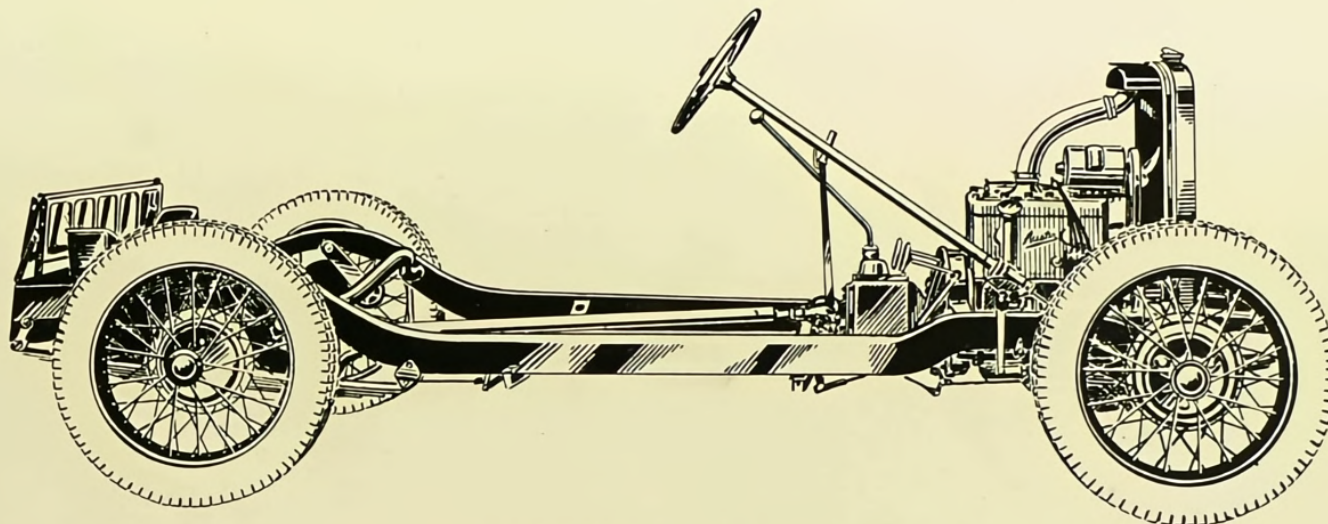
WHEELS AND TYRES.

Wire wheels, with Dunlop 4.75-19 tyres. Magna wheels on De Luxe models.

EQUIPMENT.

12 volt electric starting with hand switch on fascia board, magnetically operated dip and switch headlamps, combined "stop" and tail lamp, carburetter air strangler, air cleaner, clock, speedometer, spare wheel and tyre and electric horn. The tools are securely and neatly stowed in special compartments.

EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED.



The AUSTIN TEN 4-Cylinder

GENERAL DIMENSIONS.

Wheel base	-	-	7ft. 9in. (2,361 mm.)
Track	-	-	3ft. 9in. (1,143 mm.)
Road clearance	-		7½in. (190 mm.)
Turning circle	-		37ft. (11.30 metres)

ENGINE.

Four cylinders, watercooled, detachable head. Bore, 2.5in. (63.5 mm.). Stroke 3.5in. (89 mm.). Cubic capacity 1,125c.c. R.A.C. rating, 10 h.p. Brake h.p., 21. The pistons are of aluminium alloy, the valves are all on the near side, the induction and exhaust manifold are cast in one piece to provide a hot-spot.

PETROL TANK AND FILLER.

The tank has a capacity of 6 gallons (27 litres), and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery.

COOLING.

By Thermo-Syphon and fan.

LUBRICATION.

Lubrication is by means of a gear wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

TRANSMISSION.

A four-speed gear-box with twin top gear forms one unit with the engine and the whole is suspended at three points. The gear ratios of the four speed gearbox are 5.25, 8, 12.8 and 20.7 to 1. The rear axle is of live three-quarter floating design driven through spiral bevel gear; the outer casing carries the rear wheels, which run on ball bearings.

BRAKES.

Both foot and hand brakes operate on all four wheels. These brakes are of the expanding type, and have simple single point adjustment.

STEERING.

The light and responsive steering is of the worm and worm wheel type, with provision for taking up wear. On the centre of the wheel is the electric horn button, and above this is the dip and switch control for the headlamps.

SUSPENSION.

Road springs are semi-elliptic. All springs are mounted with the new non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of car.

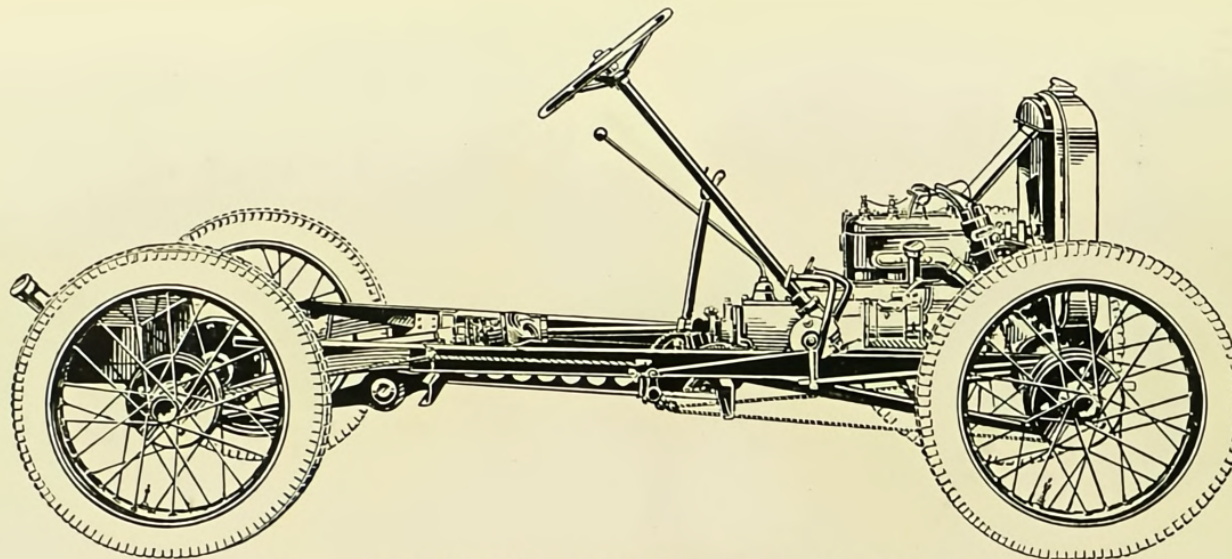
WHEELS AND TYRES.

Magna wheels on De Luxe model, with 4.50-18 Dunlop tyres. Standard models have 4.00-19 Dunlop tyres.

EQUIPMENT.

6 volt electric lighting and starting with hand switch, dipping beam device for headlamps, combined air strangler and throttle control, clock, speedometer, petrol gauge, driving mirror, license holder, electric windscreen wiper, electric horn, shock absorbers, spare wheel and tyre, full kit of tools, Triplex glass and Dunlop tyres.

EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED.



The AUSTIN SEVEN 4-Cylinder

The design of this chassis is covered by many important patents.

GENERAL DIMENSIONS.

Wheel base	-	-	6ft. 9in. (2,057 mm.)
Track	-	-	3ft. 4in. (1,016 mm.)
Road clearance	-	-	8 $\frac{3}{4}$ in. (222 mm.)
Turning circle	-	-	33ft. (10,058 mm.)

ENGINE.

4-cylinder, water-cooled, detachable head ; Bore, 2.2in. (56 mm.) ; stroke, 3in. (76 mm.). Total capacity, 747.5 c.c. ; R.A.C. rating, 7.8 ; b.h.p. 10.5 at 2,400 r.p.m. The larger and stronger crankshaft has roller bearings. The pistons are of aluminium alloy.

FUEL SUPPLY.

The tank has a capacity of 5 gallons (22 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery.

COOLING.

By Thermo-Syphon and fan.

LUBRICATION.

Engine lubrication is by means of a vane pump. Chassis lubrication is by grease gun.

TRANSMISSION.

The power is transmitted by means of a single plate clutch, which is very light in operation. The gear box now has four speeds forward, and reverse. It is fitted with "Twin Top" constant mesh gear. The ratios of engine to road wheels are : 1st speed, 23.3 to 1 ; 2nd, 14.4 to 1 ; 3rd, 9.6 to 1 ; top, 5.25 to 1. Gear changes are easily effected by a lever mounted centrally and convenient to the driver's hand. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type with differential and torque tube.

BRAKES.

The brake drums are of increased dimensions, and the brakes are applied to all four wheels by either the hand lever or pedal. Adjustments are readily carried out and all parts are accessible.

STEERING.

The light and responsive steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the gas and ignition control levers, and horn switch. Dipping beam control for headlights on steering column.

SUSPENSION.

Semi-elliptic cross spring in front ; those at the rear are quarter-elliptic. Shock absorbers front and rear.

TYRES.

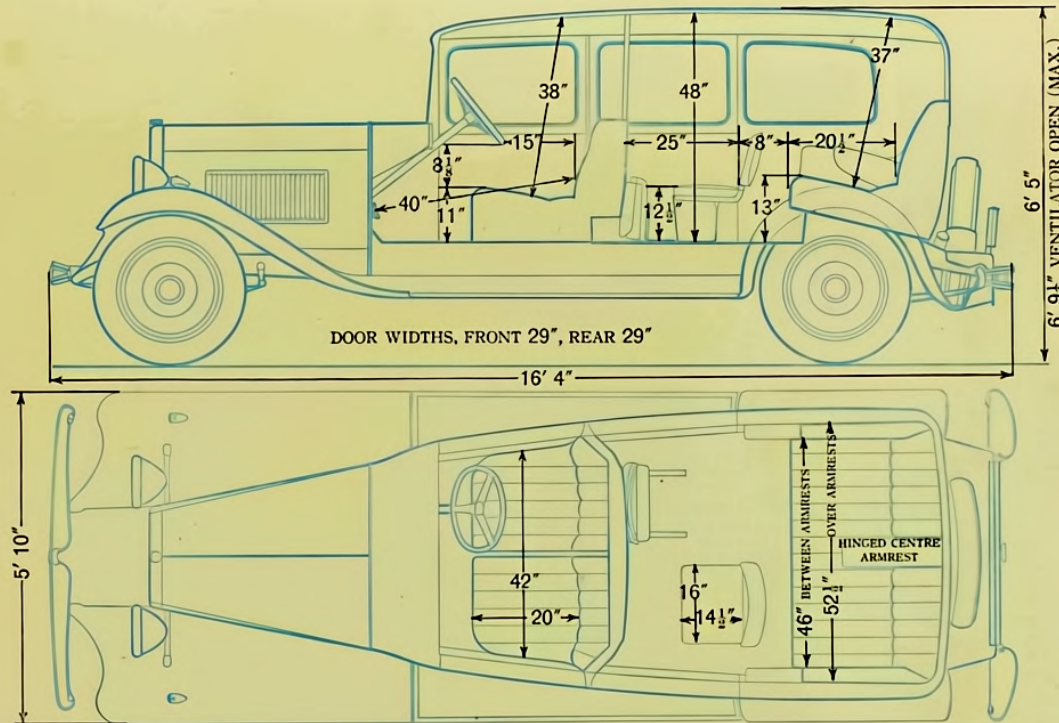
Tyres are 3.50-19 Dunlop Balloon, and the wheels are of special wire type. On the De Luxe model, the wheel centres are chromium plated.

EQUIPMENT.

6 volt electric starting and lighting, dipping beam device for headlights, hand starter switch, carburettor air strangler, dial oil pressure gauge, spare wheel and tyre, electric horn, speedometer, driving mirror, blank number plates.

EXTERIOR AND INTERIOR FITTINGS ARE CHROMIUM PLATED.

Some Dimensions



The Twenty Ranelagh

11ft. 4in. wheel base. Seating Seven Persons.

Full car length (luggage

carrier folded) - - 16ft. 4in. (4980 mm.)

Full car width - - 5ft. 10in. (1777 mm.)

The Twenty Whitehall

10ft. wheel base. Seating Five Persons.

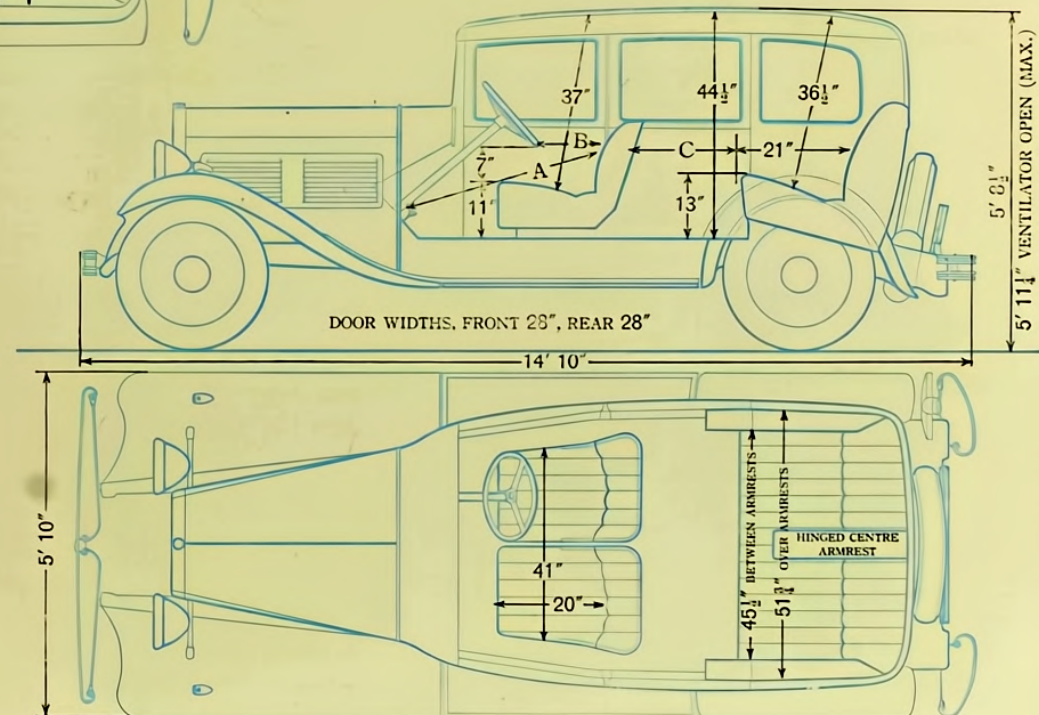
Full car length - - 14ft. 10in. (4522 mm.)

Full car width - - 5ft. 10in. (1777 mm.)

A 39in. minimum. 46in. maximum.

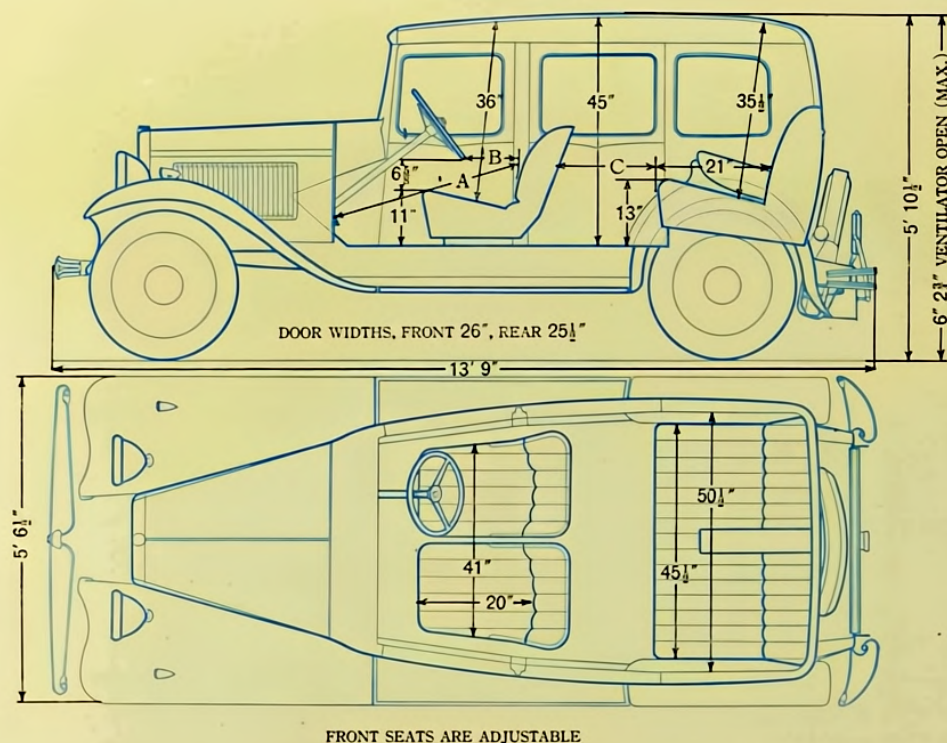
B 13in. " 20in. "

C 13in. " 20in. "



FRONT SEATS ARE ADJUSTABLE

Some Dimensions

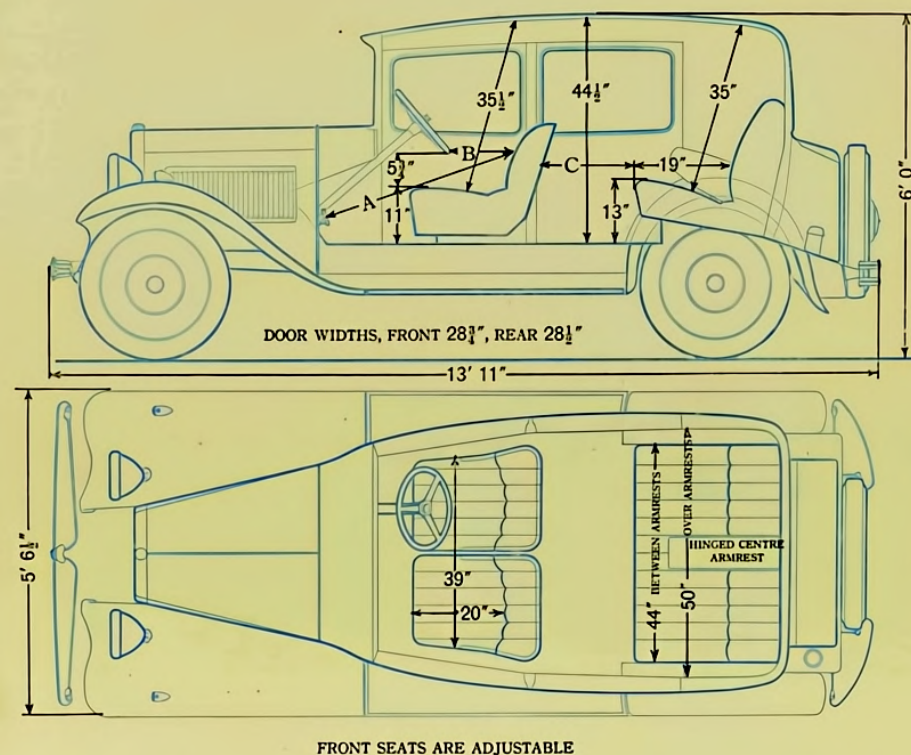


The Sixteen Berkeley

Seating Five Persons.

Full car length (luggage carrier folded) - - 13ft. 9in. (4196 mm.)
Full car width - - 5ft. 6½in. (1690 mm.)

A 39in. minimum. 46in. maximum.
B 13in. „ 20in. „
C 13in. „ 20in. „



The Sixteen Westminster Saloon

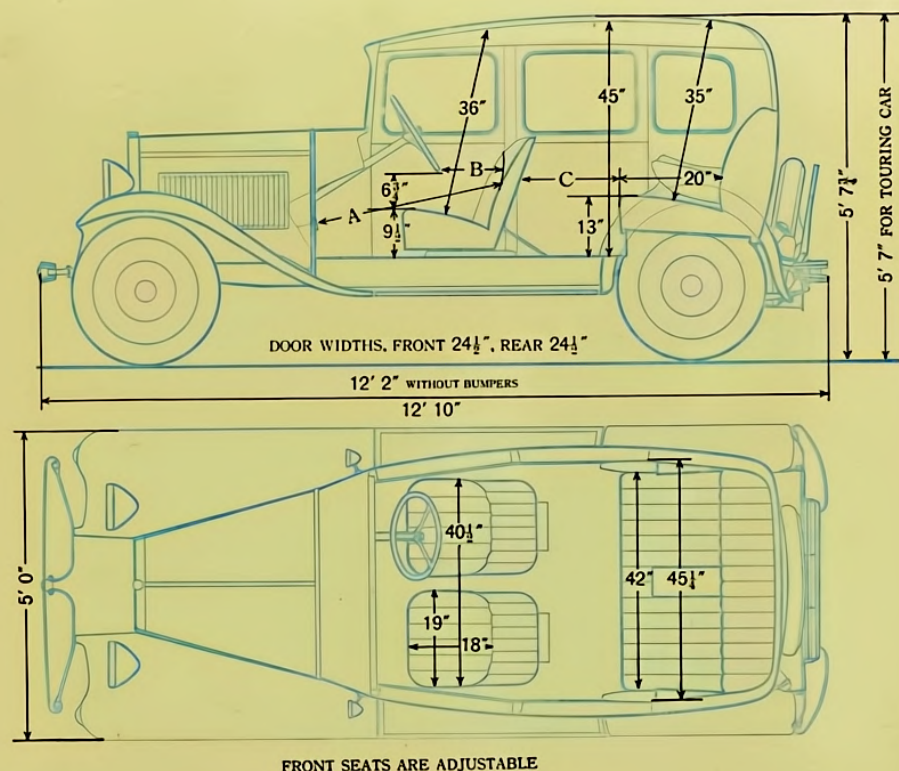
Seating Five Persons.

Full car length - - 13ft. 11in. (4247 mm.)
Full car width - - 5ft. 6½in. (1690 mm.)

A 39in. minimum. 46in. maximum,
B 13in. „ 20in. „
C 13in. „ 20in. „

The Sixteen "Open Road" Touring Car and the "Harrow" 2-seater have the same overall dimensions.

Some Dimensions



The Light Twelve-Four Saloon de Luxe

Seating Four Persons.

Full car length (luggage carrier folded) - - 12ft. 10in. (3911 mm.)
Full car width - - 5ft. 0in. (1524 mm.)

A 34 1/2 in. minimum. 41 1/2 in. maximum.
B 11 3/8 in. ,, 18 3/8 in. ,,
C 13 in. ,, 20 in. ,,

The overall length of the "Standard" Saloon and "Open Road" Touring Car is 12ft. 2in. (3708 mm.) and the "Harrow" 2-seater, 12ft. 5in. (3785 mm.), the width of each is 5ft. (1524 mm.)

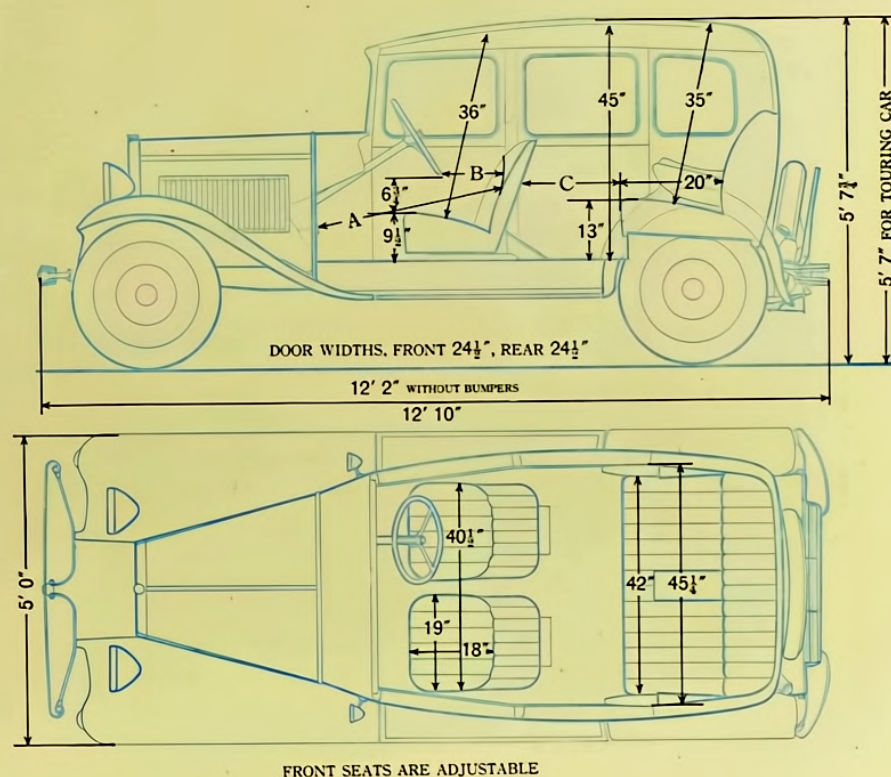
The Twelve-Six Harley Saloon de Luxe

Seating Four Persons.

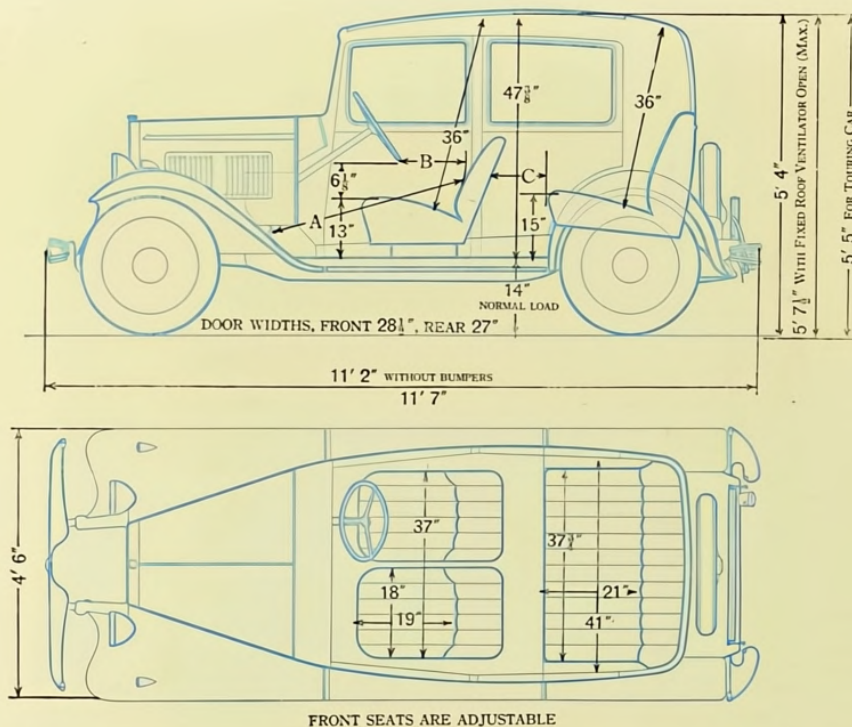
Full car length (luggage carrier folded) - - 12ft. 10in. (3911 mm.)
Full car width - - 5ft. 0in. (1524 mm.)

A 34 1/2 in. minimum. 41 1/2 in. maximum.
B 11 3/8 in. ,, 18 3/8 in. ,,
C 13 in. ,, 20 in. ,,

The overall length of the "Standard" Saloon and "Open Road" Touring Car is 12ft. 2in. (3708 mm.) and the "Harrow" 2-seater, 12ft. 5in. (3785 mm.), the width of each is 5ft. (1524 mm.)



Some Dimensions



The Seven Saloon de Luxe

Seating Four Persons.

Full car length - - - 9ft. 11in. (3023 mm.)

Full car width - - - 4ft. 3in. (1295 mm.)

A 38 3/8in. minimum. 42in. maximum.

B 15 1/8in. ,, 18 1/2in. ,,

C 6in. ,, 9 3/8in. ,,

Touring Car (Seating Four Persons) and 2-Seater

Full car length (Tourer) - 9ft. 11in. (3023 mm.)

Full car length (2-seater) - 10ft. 1in. (3073 mm.)

Full car width (over door handles) (Tourer) - - 4ft. 4in. (1320 mm.)

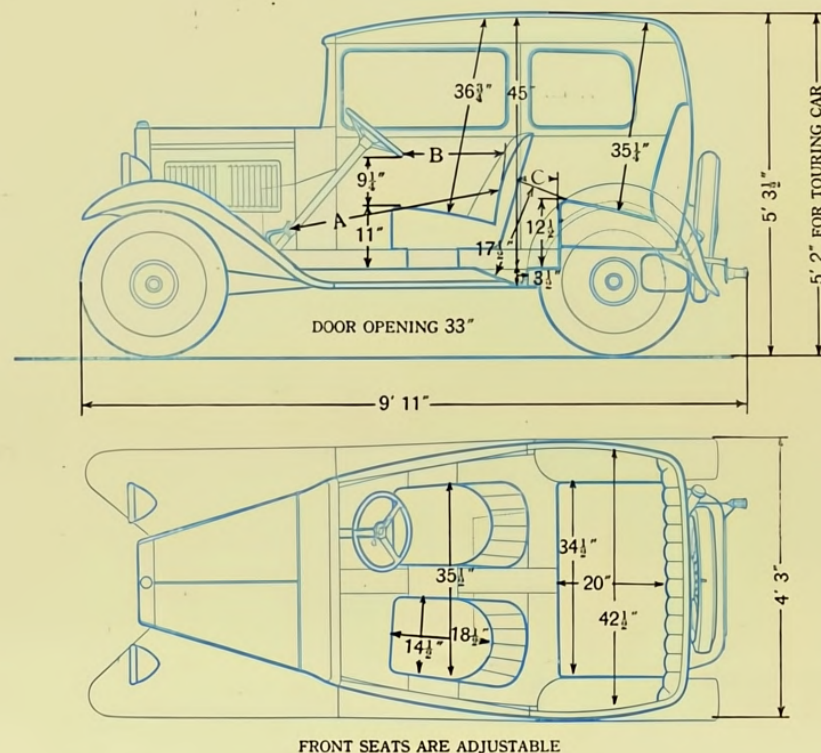
The Ten-Four Saloon de Luxe

Seating Four Persons.

Full car length (luggage carrier folded) - - 11ft. 7in. (3530 mm.)

Full car width - - 4ft. 6in. (1372 mm.)

The overall length of the "Standard" Saloon and Touring Car is 11ft. 2in. (3404 mm.) and the Two-seater, 11ft. 5in. (3480 mm.), the width of each is 4ft. 6in. (1372 mm.)



Manufacturer's Warranty

THE goods manufactured by the Company shall be accepted by the purchaser subject to the conditions hereinafter mentioned and subject to the following express warranty, which excludes all warranties, conditions and liabilities whatsoever, whether statutory or otherwise, which might exist against the Company but for this provision, viz. :—In the event of any defect being disclosed in any part or parts of the goods, and if the part or parts alleged to be defective are returned, carriage paid, to the Company's works, which, in any case, must be within twelve calendar months of the first delivery of the goods by the Company, the Company undertakes to examine same, and should any fault, due to defective material or workmanship, be found on examination by the Company, it will repair the defective part or supply, free of charge, a new part in place thereof.

The Company's responsibility is limited to the terms of this guarantee, and it shall not be answerable for any contingent or resulting liability or loss arising through any defect. This guarantee does not relate to defects caused by motor racing, wear and tear, misuse or neglect, or to the defects in any motor, motor vehicle, or goods, which have been altered after leaving the Company's works, or which have been let out on hire, or the identification numbers or marks on which have been altered or removed. The Company accepts no responsibility for tyres, speedometers, electrical equipment or other goods (including coachwork) not of its own manufacture.

The Austin Motor Co. Ltd issues no warranty of the goods except as stated herein, but desires and expects that customers shall make a thorough examination before purchasing. This warranty is limited to the delivery to the purchaser, free at the Company's

Works, of the part or parts, whether new or repaired, in exchange for those acknowledged by the Company to be defective.

The purchaser shall, if required at the time of the purchase, personally sign the form supplied by the Company, and register his name, address, date of purchase, number of car and name and address of seller with the Company, and shall obtain from the Company a signed copy of this warranty, and shall, if required, produce same to the Company's representative for inspection in case of any claim being made. This warranty shall not be assigned or transferred to anyone unless the Company's consent in writing has first been obtained.

The purchaser shall send to the Company's works such part or parts as are alleged or claimed to be defective promptly on the discovery of the claimed defect. Transportation is to be prepaid by the purchaser, and said part or parts to be properly packed for transit and clearly marked for identification with the name and full address of the purchaser, and with the number of the vehicle from which the said part or parts were taken. The purchaser shall post to the Company at its works, on or before despatch of such part or parts alleged to be defective, a full and complete description of the claim and the reasons therefor.

The judgment of the Austin Motor Co. Ltd. in all cases of claims shall be final and conclusive, and purchaser agrees to accept its decision on all questions as to defects and to the exchange of part or parts. After the expiration of six days from the despatch of notification of the Company's decision, the part or parts submitted may be scrapped or returned carriage forward by the Company.

Terms of Business

TERMS OF BUSINESS.—The Company reserves the right to vary the list prices at any time for any reason whatsoever. Should the price be increased prior to delivery, the client has the option of cancelling the order within seven days after being notified of such increase, and of calling for the return of his deposit, which shall be accepted in satisfaction of all claims.

DELIVERY.—At the Company's Works, Longbridge, Birmingham. The Company will not be responsible for any delays in connection with the manufacture or delivery of any products listed herein, if such delays are caused by scarcity of labour or material, strikes, lockouts or any cause over which the Company has no control.

ALTERATIONS IN DESIGNS AND EQUIPMENT.—The Company reserves the right, on the sale of any car, to make, before delivery, without notice, any alteration to, or departure from, the specification, designs or equipment detailed in this catalogue.

Triplex glass will be generally fitted, but the Company, if supplies are not available, will substitute other approved laminated glass. Cars for export have plate glass.

DEPOSIT.—A deposit of £25 to accompany the order for each car or chassis, and the balance of the purchase money becomes payable on delivery of goods.

Every Model completely equipped

EVERY AUSTIN MODEL DESCRIBED IN THIS CATALOGUE IS A COMPLETE CAR, EQUIPPED WITH ALL NECESSARY ACCESSORIES. THE PRICE OF EACH MODEL IS, THEREFORE, A POSITIVE INDICATION AS TO ITS VALUE. NO "EXTRAS" NEED BE CONSIDERED WHEN PRICES ARE UNDER REVIEW. CONFIRM THIS BY STUDYING THE EQUIPMENT LISTED ON EACH PAGE.

After Sales Service

EVERY AUSTIN DEALER IS UNDER AGREEMENT TO GIVE "AFTER SALES SERVICE" TO AUSTIN CARS PURCHASED FROM HIM DURING THE PERIOD OF THE FIRST THOUSAND MILES RUNNING OF SUCH CARS.

HE WILL, WITHOUT CHARGE, INSPECT, AND IF NECESSARY :

Adjust brakes.
Oil and grease all points of the car.
Check and correct carburetter mixture.
Check and correct ignition timing and tappet clearances.
Drain crankcase, gearbox and back axle, and refill.
Reset slow running adjustment.
Tighten cylinder head nuts.
Check front wheel alignment.

Examine battery and bring up to proper level with distilled water or diluted acid as may be required.
Examine all wires and terminals.
Tighten all nuts and bolts on the body, steering and springs, etc.
Adjust clutch and brake pedals.
Adjust fan belt.
Adjust timing chain on larger models.
Test the tyres for correct pressure.
Clean dynamo commutator.

ALL MATERIALS WILL BE CHARGED FOR.

Schedule of Prices

TRIPLEX GLASS THROUGHOUT.

CHROMIUM PLATED EXTERIOR AND INTERIOR FITTINGS.

AUSTIN TWENTY 6-Cylinder

RANELAGH (with division) 11ft. 4in. wheel	
base - - - - -	£575
WHITEHALL Saloon, 10ft. wheel base -	£498

AUSTIN SIXTEEN 6-Cylinder

WESTMINSTER Saloon (4-Window) - -	£345
BERKELEY Saloon De Luxe - - -	£318
OPEN ROAD 5-Seater - - - -	£288
HARROW 2-Seater - - - - -	£288

AUSTIN TWELVE 4-Cylinder

WESTMINSTER Saloon - - - -	£315
BERKELEY Saloon De Luxe - - -	£285
BERKELEY Standard Saloon - - -	£265
OPEN ROAD 4-Seater - - - -	£255
HARROW 2-Seater - - - - -	£255

AUSTIN LIGHT TWELVE-SIX 6-Cylinder

HARLEY Saloon De Luxe - - - -	£218
HARLEY Saloon - - - - -	£198
OPEN ROAD 4-Seater - - - -	£195
ETON 2-Seater - - - - -	£195

AUSTIN LIGHT TWELVE-FOUR 4-Cylinder

SALOON De Luxe - - - - -	£198
SALOON - - - - -	£178
OPEN ROAD 4-Seater - - - -	£168
TWO SEATER - - - - -	£168

AUSTIN TEN 4-Cylinder

SALOON De Luxe - - - - -	£168
SALOON - - - - -	£155
OPEN ROAD 4-Seater - - - -	£148
TWO SEATER - - - - -	£148

AUSTIN SEVEN 4-Cylinder

SALOON De Luxe - - - - -	£125
SALOON - - - - -	£115
OPEN ROAD 4-Seater - - - -	£110
TWO-SEATER - - - - -	£105

PRICES ARE AT WORKS.

These Prices refer to "Standard colours" only, as set forth in leaflet "Colours and Upholstery," available from any Austin Dealer.



The Austin Motor Company Limited

Longbridge, Birmingham

Telephones : CENTRAL 4140-4143 AND PRIORY 2101-2116.

Telegrams : " SPEEDILY, NORTHFIELD."

Code : BENTLEY'S.

479-483, Oxford Street, London, W.1

(NEAR MARBLE ARCH)

Telegrams : " AUSTINETTE, WESDO, LONDON."

Telephone : MAYFAIR 7620—7637.

AND AT

Holland Park Hall, Holland Park Avenue, London, W.11

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